TRUCKERS' GUIDE

Saskatchewan Ministry of Highways and Infrastructure

SGI

2010

Forward

Several government organizations are responsible for various programs and certain responsibilities may overlap among them.

This guide is published to make it easier to understand which organizations are responsible for the information you need. Areas of interest are listed in the table of contents according to an organization's responsibility. In a case where an overlap of duties exists, this guide will suggest other areas that should also be read.

This guide is current up to and including its publication date, but procedures and policies are subject to change. For the most current information, please visit the following websites at **www.highways.gov.sk.ca** or **www.sgi.sk.ca.** You may also call the appropriate telephone numbers listed throughout this guide.

Please note that this guide contains interpretations and guidance that may not apply in all cases. If you have any doubt, please seek guidance specific to the vehicle concerned.

If there's any uncertainty about the information provided in this guide, please be advised that the Queen's Printer and Canada Publishing Centre are the official reference sources.

Provincial legislations and regulations can be found online at **www.qp.gov.sk.ca** or by contacting:

Queen's Printer for Saskatchewan
1817 Smith St.
Regina, Sask.
S4P 3V7
Toll free: 1-800-226-7302
Phone: 306-787-6894
Fax: 306-798-0835

Federal legislation and regulations can be found online at **www.canada.justice.gc.ca** or by contacting:

Canadian Publishing Centre
Hull, Que.
Toll free: 1-800-635-7943

A Safety Message:

It's now the law!

Slow to 60 kph when passing a tow truck stopped, rendering service and displaying flashing amber lights.

Fines start at $140.

1	National Safety Code (NSC)	2
2	Certificate of Safety Fitness	2
3	Carrier Profile	3
4	Compliance Review Program (CRP)	3
5	Conditions of Carriage/Bills of Lading	4
6	Facility Audits	4
7	Record-Keeping Requirements	5
8	Licensing	6
9	International Registration Plan (IRP)	6
10	Operating Out of Province	12
11	Commercial Periodic Medical Reporting	12
12	Drug and Alcohol Testing (Travelling to the U.S.)	13
13	Allowed Uses of Commercial Vehicles	14
14	Insurance Requirements	18
15	Periodic Motor Vehicle Inspection (PMVI) Program	20
16	Permits	22
17	Hours of Service	22
18	Trip Inspection	26
	• Schedule 1.0 Truck, Tractor and Trailer	27
	• Schedule 2.0 Bus	29
19	Commercial Vehicle Safety Alliance (CVSA) Inspections	32
20	Load Security	32
21	Dangerous Goods	46
22	TDG Guidelines for Training Criteria	53
23	Weigh Scales and Enforcement	57
24	Vehicle Weights	57
25	Vehicle Dimensions	63
26	Permit Condition Guidelines for Provincial Highways	64
27	Provincial Sales Tax	67
28	Fuel Tax	68
29	Contacts	70
	Weights Map	*Fold-out*

National Safety Code (NSC)

The NSC is a code of minimum performance standards for the safe operation of commercial vehicles, agreed to by all jurisdictions in Canada.

The NSC applies to all people responsible for the operation of commercial vehicles on the road (these vehicles include trucks, buses, power units and trailers).

The NSC safety standards apply to:

- *all vehicles registered in Class A, C or D with a registered gross vehicle weight of 5 000 kg or more*
- *all commercial or business use vehicles registered in Class LV with a registered gross vehicle weight of 5 000 kg or more*
- *all personal use vehicles registered in Class LV with a registered gross vehicle weight of 5 000 kg or more that leave the province for any reason*
- *all vehicles registered in Class PS or PB with a seating capacity of more than 10 persons including the driver*
- *all vehicles registered in Class F with a registered gross vehicle weight of 5 000 kg or more if travelling to other jurisdictions.*

Note: In Saskatchewan, some exemptions apply.

Certificate of Safety Fitness

A Certificate of Safety Fitness contains the NSC number, which is the unique identifier for each commercial operator. As well, each Certificate of Safety Fitness has one of the following safety ratings:

- *satisfactory-audited; satisfactory-unaudited; conditional; or unsatisfactory.*

The certificate is required to licence the following commercial vehicles in Saskatchewan:

- *Class A, C, D or LV (if commercial or business use) with a registered GVW over 11 000 kg if travelling in Saskatchewan only (intra-provincial)*
- *Class A, C, D, F or LV (if commercial or business use) with a registered GVW of 5 000 kg or more if travelling to other jurisdictions (extra-provincial)*

Note: Personal use LV class, if registered with a GVW of 5 000 kg or more, requires a NSC when leaving the province for any reason.

- *Class PS and PB with a seating capacity of more than 10 persons including the driver.*

Application for a Certificate of Safety Fitness

If operating within Saskatchewan only (intra-provincial) or travel outside Saskatchewan on permit, first-time registrants in the aforementioned classes can obtain a Certificate of Safety Fitness from a motor licence issuer for $50.

If prorating for travel outside Saskatchewan, first-time registrants in Class A can obtain a Certificate of Safety Fitness from Branch and IRP Issuing Services (751-1251). All commercial operators prorating for travel outside Saskatchewan are required to fill out an application before a certificate is issued or vehicles are registered.

To obtain a Certificate of Safety Fitness the operator must:

1. *have a principal place of business in Saskatchewan*
2. *register a commercial vehicle as described above*
3. *provide proof of the required liability and cargo insurance*

4. *provide all background information relating to the applicant's previous commercial operations.*

The NSC number contained on the Certificate of Safety Fitness must be provided to the motor license issuer or Branch and IRP Issuing Services any time a new or additional commercial vehicle is registered by the certificate holder.

For more information call 775-6667.

Carrier Profile

The Carrier Profile system collects data on accidents, convictions, roadside inspections and facility audit results for Saskatchewan commercially licensed vehicles. This information is recorded in the Carrier Profile system under the NSC number of the appropriate carrier.

The Carrier Profile Program monitors the performance of each carrier. Each infraction is given a point rating based on the severity of the infraction. If the total number of points reaches or exceeds a threshold level, the carrier's file will be moved into the Compliance Review Program (CRP). The carrier may be subjected to a facility audit by Carrier Safety Programs.

Information on the Carrier Profile Program can be obtained from SGI, 751-1344.

Access to the Carrier Profile via the Internet can be obtained from SGI at 1-800-667-8015, extension 1344.

Compliance Review Program (CRP)

The CRP is designed to improve carrier performance by providing operators with advice, training and information on proper trucking safety practices, and by using gradually increasing sanctions. The CRP operates on the principles of:

- *fairness, in that the system applies to all commercial vehicles*
- *a graduated series of counselling sessions and increasingly severe warnings or sanctions*
- *an opportunity for carriers to discuss violations, detentions, accidents and audit results*
- *the opportunity for carriers to demonstrate they are willing to improve their safety/compliance levels after being advised of less than satisfactory performance*
- *more severe treatment for carriers unwilling or unable to demonstrate improvement.*

If a carrier progresses through the various discipline levels without a satisfactory resolution and the safety performance deteriorates to the point where the carrier may not be safe to continue to operate, the Highway Traffic Board will conduct a review to determine if a carrier should be given an "unsatisfactory" NSC rating.

An "unsatisfactory" rating will result in cancellation of the Certificate of Safety Fitness and the commercial certificates of registration, with the result being that the certificate holder can no longer operate commercial vehicles.

Information on the National Safety Code, the Certificate of Safety Fitness and Compliance Review Program can be obtained from Carrier Safety Programs, 775-6667.

Conditions of Carriage/ Bills of Lading

Commercial operators providing a for-hire transportation service with Class A, C, D, LV or PB plated vehicles must comply with specific conditions of carriage.

These regulations protect both carriers and shippers and contain provisions such as proper packaging, marking of freight and provisions for transporting and storage of food products.

Class A carriers must also use bills of lading which must include:

- *name of the carrier*
- *shipper*
- *origin*
- *consignee*
- *destination*
- *contents and weight.*

For information on the regulations contact Saskatchewan Ministry of Highways and Infrastructure, Transport Compliance Branch: In Saskatchewan toll free 1-866-933-5290; Outside Saskatchewan 306-933-5290.

Facility Audits

The Facility Audit Program is part of the National Safety Code. Compliance Review Officers examine the records of commercial carriers to ensure compliance with the law and to check if necessary safety programs are in place.

An audit may be performed randomly or as a result of a poor safety record (i.e. too many accidents, convictions or CVSA inspections placed out of service).

CVSA inspections may be conducted as part of the facility audit process if the carrier does not have the minimum required level 1, or five inspections within the current two-year period.

Facility Audit Program

In an effort to reduce confusion about safety requirements, Canadian jurisdictions have agreed to a uniform standard of safety regulations. These standards are known as the National Safety Code (NSC).

SGI's Carrier Safety Programs department is responsible for conducting NSC facility audits for Saskatchewan-based carriers.

The NSC applies to Class PB and PS buses (more than 10 persons including the driver), Class TS trailers, and Class A, C, D and LV vehicles being used for a commercial or business purpose that:

- *are registered with a gross vehicle weight (GVW) over 11 000 kg and travel within Saskatchewan*
- *are registered with a GVW of 5 000 kg or more when prorated or travelling outside of Saskatchewan.*

Under the NSC, carriers with a poor safety record will be targeted for facility audits. The Saskatchewan Carrier Profile system will identify carriers for audits. Random audits will also be completed.

Note: If the officer needs to remove documents from the site, a receipt will be provided. Documents are returned at the end of the audit process.

Record-Keeping Requirements

Those commercial carriers to whom NSC standards apply must maintain specific records. All records are to be kept at the carrier's office in Saskatchewan for the current plus 4 additional years. The following records will be required for a facility audit:

1. Driver Profile

- *copy of a valid driver's licence and photo card*
- *driving record issued within last 12 months*
- *record of traffic and criminal driving convictions, while operating the employer's commercial vehicle (driving record)*
- *a driver must report and supply to the employer copies of any convictions, accidents, on-road or terminal inspections at least once every 14 days.*

2. Hours of Service *(See Section 17)*

3. Vehicle Maintenance Standards

- *written record of all on-road and terminal inspection reports*
- *written record of all periodic motor vehicle inspection programs*
- *written record of inspections performed in another jurisdiction*
- *written record of all trip inspections*
- *copy of monthly reports of regular and continuous inspections and maintenance for all of the carrier's commercial vehicles*
- *written record of defects received from any manufacturer of a commercial vehicle and records showing that the defect has been corrected.*

4. Accident Reports

- *written records of all accidents involving the carrier's commercial vehicle. These must contain the name of the driver and information identifying the commercial vehicle involved.*

5. Dangerous Goods

- *copies of all shipping documents and manifests prepared under the Dangerous Goods Regulations for a period of two years*
- *written record of any dangerous goods training provided to a driver*

- *for transportation of dangerous goods information phone: 787-5307 or see Section 21.*

Note: Dangerous goods training certificates expire every three years and are valid only when working for the employer listed on the training certificate. Copies of training certificates must be kept by the employer for five years from date of issue.

6. Insurance *(See Section 14)*

Every carrier must maintain a written record of their existing public liability coverage.

7. CVSA Inspections

- *inspections may be completed at a carrier's facility*

8. Trip Inspection Reports
(See Section 18)

Keep reports on file for 6 months.

A commercial carrier shall have a system for maintaining, reviewing and updating all of these records.

For information or assistance with establishing a record-keeping system, contact Carrier Safety Programs, 1-800-667-8015, Ext. 3702, or visit our website at www.sgi.sk.ca.

Licensing

- *Full Saskatchewan Class A registrations are available at all local motor licence issuing offices.*
- *Certificates of Safety Fitness are also available at issuing offices (see page 2, Certificate of Safety Fitness for details). The cost for a new certificate (first-time registrant in Saskatchewan) is $50. A replacement of an original certificate will cost $10.*
- *Application for prorate under the International Registration Plan (IRP) must be made through Branch and IRP Issuing Services 751-1251. Certificates of Safety Fitness for prorated vehicles must be applied for through this department.*
- *The IRP Carrier Information Manual is available by contacting 751-1251.*
- *Light trucks (5 500 kg GVW and less) see CAVR page 9.*

International Registration Plan (IRP)

The International Registration Plan (IRP) is an optional program for licensing commercial vehicles travelling in two or more IRP jurisdictions. A jurisdiction may be a province or state listed below. The following jurisdictions are IRP members.

Canadian

Alberta	AB
British Columbia	BC
Manitoba	MB
New Brunswick	NB
Newfoundland and Labrador	NL
Nova Scotia	NS
Ontario	ON
Prince Edward Island	PEI
Quebec	QC
Saskatchewan	SK

United States

Alabama	AL	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
Dist. of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Idaho	ID	Oregon	OR
Illinois	IL	Pennsylvania	PA
Indiana	IN	Rhode Island	RI
Iowa	IA	South Carolina	SC
Kansas	KS	South Dakota	SD
Kentucky	KY	Tennessee	TN
Louisiana	LA	Texas	TX
Maine	ME	Utah	UT
Maryland	MD	Vermont	VT
Massachusetts	MA	Virginia	VA
Michigan	MI	Washington	WA
Minnesota	MN	West Virginia	WV
Mississippi	MS	Wisconsin	WI
Missouri	MO	Wyoming	WY
Montana	MT		

Who Should Obtain Apportioned Registration?

You may proportionally register your vehicle(s) if you are based in Saskatchewan and travel in at least one other IRP jurisdiction and the vehicle is used, maintained or designed primarily for the transportation of merchandise or for the transportation of passengers for compensation.

Apportioned Registration

To obtain an Apportioned Registration in Saskatchewan, the registrant must:

1. *complete a National Safety Code Safety Fitness Certificate Application*
2. *have an established place of business in the Province of Saskatchewan*
3. *have a company incorporated in the Province of Saskatchewan*
4. *complete and submit an apportioned Saskatchewan application*
5. *submit a copy of the bill of sale, lease agreement, new vehicle information statement (NVIS) or K22 when required*
6. *pay statement of account in full. All payments over $10,000.00 must be made by cash, "certified" cheque or money order.*

Payments must be:

Fees payable in American Funds – For American States

Fees payable in Canadian Funds – For Canadian Provinces

Plates and cab cards are forwarded after all registration requirements have been met and full payment has been received. Plate(s) and cab card(s) will be forwarded by SGI, Branch/IRP Issuing Dept. using the method specified by the carrier.

Note: It is the responsibility of the carrier to meet all the requirements for each IRP jurisdiction in which they will be operating, which could include taxes, operating authorities, and/or other requirements.

To obtain a Federal Motor Carrier Safety Administration Motor Carrier Operating Authority number (formerly called Interstate Commerce Commission) call 202-358-7028 or 406-449-5309.

The fees you pay to your base jurisdiction for the apportioned plate(s) and cab card(s) are the licence plate and registration fees required for the jurisdictions printed on your cab card.

IRP fees do not include the following:

i. motive fuel taxes or fuel permit fees

ii. permits to exceed the maximum length, width, height or axle limitations

iii. Operating Authorities issued by any state or province

iv. registration or licence fees of states or provinces that are not IRP members

v. adequate insurance coverage

vi. single State registration fees/weight distance tax.

Restricted Vehicle

Restricted vehicles are not allowed to be apportioned. A restricted vehicle is a vehicle which:

i. is registered for a period of time that is limited to less than a registration year

ii. has a specific geographic area or distance restriction as a condition to the issuance of vehicle registration

iii. has a commodity restriction as a condition to the issuance of vehicle registration or

iv. is registered to the Government of Canada.

International Registration Plan (IRP) Base Plating Requirements

The IRP agreement requires carriers to maintain an Established Place of Business or reside in the jurisdiction where they base plate. These requirements are itemized in the IRP agreement.

Definitions

Base Jurisdiction

Three specific requirements a carrier must adhere to:

- *maintain an Established Place of Business*
- *distance is accrued by the fleet*
- *availability and maintenance of operational records.*

Established Place of Business

A physical structure within the base jurisdiction that is owned, rented or leased by the applicant or registrant. It must be open during normal business hours and staffed by one or more persons on a permanent basis.

Using an independent contractor's office or registration consultant does not qualify for Established Place of Business. For the purpose of the applicant's or registrant's trucking related business, credentialing, distance and fuel reporting, and answering telephone inquiries does not qualify as trucking related business. Some examples of making essential business decisions are booking loads, shipping/receiving, and maintaining vehicles.

The majority of the carrier's essential business decisions must be conducted at the Saskatchewan location to demonstrate that the company is maintaining a meaningful presence in the province.

Saskatchewan Residents

Residents who do not meet all the Established Place of Business Requirements are to register in the jurisdiction in which they reside. The owner operator's home address, driver's licence, jurisdiction in which they pay taxes and hospitalization will be used to determine if they are a resident of Saskatchewan.

What Is CAVR?

The Canadian Agreement on Vehicle Registration (CAVR) is an agreement between all the Canadian provinces which provides for reciprocity benefits, which are not included under IRP.

The following jurisdictions are members of CAVR:

Alberta	Nova Scotia
British Columbia	Ontario
Manitoba	Prince Edward Island
New Brunswick	Quebec
Newfoundland and Labrador	Saskatchewan

A) Inter-jurisdictional reciprocity:

Full and free registration reciprocity is granted to all the following Category "B" vehicles for inter-jurisdictional operations travelling into or through Saskatchewan. Inter-jurisdictional means vehicle movement between two or more jurisdictions.

Category B vehicles include:

a) *a truck or truck-trailer combination having a registered vehicle weight of *5 500 kg or less, used or maintained for the transportation of property;*

b) *a charter bus;*

c) *a farm or fishing industry vehicle of any weight;*

d) *any vehicle that is travelling unladen;*

e) *a private bus;*

f) *a recreational motor vehicle;*

g) *a truck of any weight that is registered to the federal government or to a provincial, municipal or regional government; or*

h) *a trailer, semi-trailer, converter dolly or container chassis or their equivalent.*

The weight reciprocity threshold for Category B truck and truck-trailer combinations is 11 794 kg GVW for most other Canadian jurisdictions.

B) Intra-jurisdictional reciprocity:

Saskatchewan allows the "intra" operation of Category B vehicles (i.e. from point to point in the province) for up to three weeks. Non-residents carrying on intra-operations beyond three weeks are required to purchase Saskatchewan plates or single trip permits.

Contact each Canadian jurisdiction for information on their requirements for Category B vehicles conducting intra-operations.

Maximum Gross Weights by Jurisdiction

For Most Recent Gross Weights Drivers

For the most recent Maximum Gross Weights, drivers should refer to the section titled "Maximum gross weight by jurisdiction" in the *IRP Carrier Information Manual* at the following website address: www.sgi.sk.ca/sgi_pub/commercial_carriers/irp/manual.html

Note: The maximum GVW's shown may be subject to change according to each jurisdiction regulations change. Please check with each jurisdiction as needed.

Weights shown for Canadian jurisdictions are in kilograms and in pounds for American jurisdictions.

*(*To convert pounds to kilograms, divide by 2.2046)*

Note: Before you decide to register for a weight exceeding 80 000 lbs, check the maximum weights allowed on the Interstate highways. In a number of U.S. states, special permits are required for vehicles exceeding 80 000 lbs.

TABLE 1.0 Maximum GVW by Jurisdiction

Please note: Maximum Gross Vehicle Weight (GVW) shown to be valid at the time of printing this manual may be subject to change according to each jurisdiction's individual regulations. Weights are shown in kilograms (kg) for Canadian jurisdictions and pounds (lbs) for U.S. jurisdictions. Minimum GVW for Canada is 5 500 kg and 26 000 lbs for U.S. jurisdictions.

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight	Exceptions/Conditions
Alabama	*80,000 lbs	88,000 lbs	*80,000 lbs (four-axle combination) *84,000 lbs (five-axle combination)
Alaska	*Not IRP	Not IRP	Trip permit
Alberta	63,500 kg	63,500 kg	
Arizona	*80,000 lbs	*80,000 lbs	*Overweight permit over 80,000 lbs
Arkansas	80,000 lbs	80,000 lbs	
British Columbia	63,500 kg	63,500 kg	
California	*80,000 lbs	80,000 lbs	*Without overweight permit
Colorado	*85,000 lbs	80,000 lbs	*Without overweight permit
Connecticut	*None	None	*80,000 lbs with overweight permit
Delaware	80,000 lbs	80,000 lbs	
District of Columbia	80,000 lbs	80,000 lbs	
Florida	80,000 lbs	80,000 lbs	
Georgia	80,000 lbs	80,000 lbs	
Idaho	*129,000 lbs	130,000 lbs (Weight is always shown in even 2,000 lbs increments.)	*80,000 lbs through 106,000 lbs with permit. 106,000 lbs through 130,000 lbs with special route permit. Registrants are cautioned to check with Idaho before requesting weight over 106,000 lbs.
Illinois	80,000 lbs	80,000 lbs	
Indiana	80,000 lbs	80,000 lbs	
Iowa	*No Max.	Unlimited	*Special permit over 80,000 lbs
Kansas	*85,500 lbs	*85,500 lbs	*Max. 80,000 lbs on KS Interstate System
Kentucky	*80,000 lbs	80,000 lbs	*Special permit over 80,000 lbs
Louisiana	88,000 lbs	88,000 lbs	*83,400 lbs – Interstate *88,000 lbs – Non-Interstate
Maine	100,000 lbs	100,000 lbs	
Manitoba	62,500 kg	62,500 kg	

Jurisdiction	Max. Operating Weight	Max. Cab Card Weight	Exceptions/Conditions
Maryland	80,000 lbs	80,000 lbs	
Massachusetts	*None	None	Over 80,000 lbs with overweight permit
Michigan	160,000 lbs	160,000 lbs	
Minnesota	*80,000 lbs	Unlimited	*Overweight permit over 80,000 lbs
Mississippi	80,000 lbs	80,000 lbs	
Missouri	*80,000 lbs	80,000 lbs	*Overweight permit over 80,000 lbs
Montana	*132,000 lbs	*132,000 lbs	*Permit required
Nebraska	94,000 lbs	94,000 lbs	
Nevada	129,000 lbs	80,000 lbs	
New Brunswick	62,500 kg	62,500 kg	
Newfoundland and Labrador	62,500 kg	62,500 kg	
New Hampshire	*80,000 lbs	80,000 lbs	*Overweight permit over 80,000 lbs
New Jersey	80,000 lbs	80,000 lbs	
New Mexico	86,400 lbs	80,000 lbs	
New York	*None	None	*Overweight permit over 80,000 lbs
North Carolina	*80,000 lbs	80,000 lbs	*Overweight permit over 80,000 lbs
North Dakota	105,500 lbs	105,500 lbs	
Nova Scotia	58,500 kg	58,500 kg	
Ohio	80,000 lbs	80,000 lbs	
Oklahoma	*90,000 lbs	90,000 lbs	*Annual permit required over 80,000 lbs
Ontario	63,500 kg	63,500 kg	
Oregon* *(see note below)*	*105,500 lbs	105,500 lbs	*Special permit over 80,000 lbs
Pennsylvania	80,000 lbs	80,000 lbs	
PEI	62,500 kg	62,500 kg	
Quebec	*8 axles	8 axles	*Overweight permit needed over 62,500 kg (137,500 lbs)
Rhode Island	80,000 lbs	80,000 lbs	
Saskatchewan	62,500 kg	62,500 kg	
South Carolina	80,000 lbs	80,000 lbs	
South Dakota	*None	None	*Must meet SD bridge weight laws. Overweight permit required over 80,000 lbs on Interstate.
Tennessee	80,000 lbs	80,000 lbs	
Texas	80,000 lbs	80,000 lbs	
Utah	*129,000 lbs *None	80,000 lbs	*On divisible loads with overweight permit *On non-divisible loads with overweight permit
Vermont	80,000 lbs	80,000 lbs	
Virginia	80,000 lbs	80,000 lbs	
Washington	105,500 lbs	105,500 lbs	
West Virginia	80,000 lbs	80,000 lbs	
Wisconsin	80,000 lbs	80,000 lbs	
Wyoming	*117,000 lbs	117,000 lbs	*Overweight permit over 117,000 lbs

**For vehicle weights and dimensions information in Saskatchewan, contact the Ministry of Highways and Infrastructure at 306-787-4801 or 306-787-8540.*

**In Oregon, the only time trucks are allowed into the state without credentials is when the truck's route goes straight (no pickups or deliveries) to a Port of Entry during the Port's registration office hours.*

Operating Out of Province

Anyone operating a commercial vehicle in another jurisdiction may require registration in that jurisdiction.

- *Individuals should contact other jurisdictions for registrations and/or permit requirements before starting the trip.*
- *For United States destinations, individuals should also check with Canada and US Customs for further information.*
- *To obtain telephone numbers for permit offices in other Canadian or American jurisdictions, refer to Section 29 of this guide.*

Commercial Periodic Medical Reporting

To obtain a Class 1, 2, 3 or 4 licence or an Endorsement 1, 2, 3, 4, G (detail authority card) or S (school bus), drivers must submit a medical report that meets the requirements for a commercial licence before booking the written and road tests.

After obtaining a commercial licence, drivers are required to provide periodic medical reports to maintain commercial driving privileges and the medical authorization to operate vehicles across Canada and in the United States.

Medical reports are required:

- *every five years for drivers 18 to 45 years of age*
- *every three years for drivers 46 to 65 years of age*
- *every year for drivers 66 years of age or older*

Medical reports are requested prior to the expiry of the driver's licence. The commercial licence can be renewed if the medical meets the requirements.

If a medical report indicates a condition that could affect the safe operation of a commercial vehicle, more medical information may be requested and the driver's licence could be restricted, changed to a Class 5 or suspended.

If a medical report is not returned on time, the driver's licence will be renewed only as a Class 5 until a satisfactory medical report is received.

All medical information is considered confidential under The Health Information Protection Act.

For further information, or a copy of the medical report form, visit www.sgi.sk.ca (Drivers/Medical Conditions and Driving Privileges) or contact SGI's Medical Review Unit:

Telephone: 775-6176 in Regina, or toll free at 1-800-667-8015 ext. 6176

Fax: 347-2577 in Regina, or toll free at 1-866-274-4417

E-mail: mruinquries@sgi.sk.ca

Drug and Alcohol Testing (Travelling to the U.S.)

All Canadian and Mexican motor carriers —truck and bus—who operate in the United States are subject to U.S. drug and alcohol testing rules. Large motor carriers, with 50 or more drivers, have been subject to these U.S. rules since July 1, 1996.

It is important to note that under the U.S. drug and alcohol testing regulations, a motor carrier including an owner-operator, is responsible to ensure that its drivers meet the requirements of the regulations. An owner-operator who is operating under a lease agreement to a motor carrier may seek an arrangement with the motor carrier to participate in the driver testing established by the motor carrier. Independent owner-operators are considered motor carriers under the regulations and therefore must assume the corresponding responsibilities.

It is strongly recommended that carriers thoroughly familiarize themselves with their obligations under these rules, as well as the Canadian legal implications of adopting testing programs, before substance use polices are adopted in the workplace. Carriers should also be aware that penalties for non-compliance range from $500 to $10,000 per violation.

For further information concerning the application of these rules, please contact your provincial or regional truck/bus association or the nearest office of the U.S. Federal Highway Administration.

ASSOCIATIONS

Canadian Trucking Association
613-236-9426

Atlantic Provinces Trucking Association
506-855-2782

L'Association du camionnage du Quebec
514-932-0377

Manitoba Trucking Association
204-632-6600

Saskatchewan Trucking Association
306-569-9696

Alberta Trucking Association
403-243-4161

British Columbia Trucking Association
604-888-5319

Private Motor Truck Council of Canada
905-827-0587

Canadian Bus Association
613-238-1800

L'Association des proprietaires d'autobus du Québec
418-522-7131

Ontario Motor Coach Association
416-229-6622

Western Canada Motor Coach Association
403-244-4487

Com Car Owner Operators Association
905-648-2260

Association des proprietaires de camion-remorques independents du Québec
514-633-1605

Owner-Operator Independent Drivers Association
816-229-5791

U.S. DOT OFFICE OF MOTOR CARRIERS

Anchorage, Alaska
907-365-1210

Olympia, Washington
360-753-9875

Boise, Idaho
208-334-8000

Helena, Montana
406-444-6200

Bismarck, North Dakota
701-328-2500

St. Paul, Minnesota
651-215-6330

Madison, Wisconsin
608-829-7530

Lansing, Michigan
517-335-3084

Albany, New York
518-457-6503

Montpelier, Vermont
802-828-4480

Augusta, Maine
207-624-9000 Ext: 52133

For testing/collection facilities, contact:

HEALTHSERV (Sask)

#3 - 2228 Avenue C North
Saskatoon, SK S7L 6C4

Phone 306-374-9079
Fax 306-374-7246

or

#30 - 390 Park Street
Regina, SK S4N 5B2

Phone 306-586-0537
Fax 306-586-6270

or

Phone toll free:
1-877-374-9079

Allowed Uses of Commercial Vehicles

Deregulation eliminates the prerequisite of obtaining an Operating Authority Certificate for a Class A plate and expands the uses of the Class A plate to allow the transportation of any commodity.

Deregulation does not change the allowed uses of the C and D commercial classes. The following lists the allowed uses for the A, C, D and LV classes:

Class A:

1. as a personal conveyance

2. for the transportation of:

- *i. passengers without compensation*
- *ii. any commodity*
- *iii. the registered owner of the vehicle and other employees of the employer of the registered owner for the purposes of the business of the employer*
- *iv. passengers pursuant to a private car pool arrangement under which the participants agree to use one or more of their vehicles for the purposes of travelling to and from their place of learning, employment or other common destination and to contribute to or share in the expense of providing the transportation*

3. subject to the limitation prescribed by Section 20 of the Vehicle Classification and Registration Regulations, for any of the purposes described in sub clauses 13(1)(b)(i) to (iv. where the vehicle is operated by:

- *i. an employee of a school board*
- *ii. the parent or guardian of a student who has been approved by the principal of the school or by any other responsible person approved by the Ministry of Education*

4. for the purposes described in sub clause 10(1)(b)(xiv..

Only power units and trucks greater than 1 ton can be registered in Class A. The insurance deductible for a Class A plate is $2,500.

Class C:

1. as a personal conveyance

2. for the transportation of:

i. passengers without compensation

ii. goods owned by the registered owner of the vehicle within an area having a radius of 55 km from the corporate limits of the city, town, village or hamlet shown in certificate of registration for the vehicle as the address of the registered owner

iii. Group I Exempt Commodities

iv. Group II Exempt Commodities within an area having a radius of 55 km from the corporate limits of the city, town, village or hamlet shown in the certificate of registration for the vehicle as the address of the registered owner

v. goods owned by the registered owner of the vehicle, where that owner is a farmer and the goods are used in the operation of a farm that is owned or leased by the farmer or is being purchased by him or her under an agreement for sale

vi. road construction machinery and equipment and repair parts for that machinery and equipment where the owner of the machinery or equipment is:

a) the registered owner of the vehicle; and

b) a road construction contractor

vii. brush-breaking or land-clearing equipment owned by the registered owner of the vehicle where that owner is a brush-breaking or land-clearing contractor

xiv. any commodity within the corporate limits of, and within an area having a radius of 10 km from the corporate limits of the city, town, village or hamlet shown in the certificate of registration for the vehicle as the address of the registered owner

xxi. recreational equipment, where that transportation is not in connection with any business, employment or commercial enterprise

xxviii. crude oil within an area having a radius of 55 km from the oil well at which the crude oil is loaded

xxxv. goods owned by the employer of the registered owner of the vehicle or goods owned by a person using the services of the employer of the registered owner where:

a) the vehicle is registered with a gross vehicle weight of 5 000 kg or less, or

b) transportation of the goods is in the course of, or incidental to, the employment or business of the registered owner of the vehicle

xii. household effects, without compensation, to and from a private residence where the transportation is undertaken with a motor vehicle registered with a gross vehicle weight of 5 000 kg or less and the transportation is not in the course of any employment or business undertaking

3. for the towing of damaged or disabled vehicles.

No person shall apply to register a vehicle in Class C and no vehicle shall be registered in Class C unless the vehicle is required and will be used primarily for the carrying out of:

- *a commercial or business undertaking; or*
- *the responsibilities of the provincial or a municipal government*

Class D:

1. as a personal conveyance

2. for the transportation of:

i. Group I Exempt Commodities and Group II Exempt Commodities

ii. goods owned by the registered owner of the vehicle

iii. passengers without compensation

iv. crude oil from an oil well

v. any commodity within the corporate limits of, and within an area having a radius of 10 km from the corporate limits of the city, town, village or hamlet shown in the certificate of registration for the vehicle as the address of the registered owner

vi. recreational equipment, where that transportation is not in connection with any business, employment or commercial enterprise

vii. goods owned by a lessee of the vehicle where the vehicle:

a) is a two-axle truck

b) is leased from the registered owner of the vehicle pursuant to a written agreement for the exclusive use by the lessee of the vehicle

c) during the term of the lease [mentioned in paragraph b)] and pursuant to that lease the vehicle is not operated by the registered owner or any employee of that owner

viii. goods owned by the employer of the registered owner of the vehicle or goods owned by a person using the services of the employer of the registered owner where:

a) the vehicle is registered with a gross vehicle weight of 5 000 kg or less

b) transportation of the goods is in the course of or incidental to the employment or business of the registered owner of the vehicle

ix. the registered owner of the vehicle and other employees of the employer of the registered owner for the purposes of the business of the employer

xviii. household effects, without compensation, to and from a private residence where the transportation is undertaken with a motor vehicle registered with a gross vehicle weight of 5 000 kg or less and the transportation is not in the course of any employment or business undertaking

3. for the towing of damaged or disabled vehicles

4. for the towing of motor vehicles that may be registered pursuant to the Vehicle Administration Act

5. for the hauling of one motor vehicle that may be registered pursuant to the Vehicle Administration Act

No person shall apply to register a vehicle in Class D and no vehicle shall be registered in Class D unless the vehicle is required and will be used primarily for the carrying out of:

- *a commercial or business undertaking or*
- *the responsibilities of the provincial or a municipal government.*

Class LV:

1. *hauling any commodities*
2. *a personal conveyance or for carrying passengers without compensation*
3. *for transporting the registered owner and other employees of the employer of the registered owner for the purposes of the employer's business*
4. *for transporting passengers involved in a private car pool arrangement under which the participants agree to use one or more of their vehicles for the purpose of travelling to and from their place of learning, employment, or other common destination and who also contribute to or share in the expense of providing the transportation*
5. *for transporting no more than eight students to or from the school or school related activities where the vehicle is operated by:*

   a) an employee of a school board, or the parent or guardian of a student who has been approved by the principal of the school or by any other responsible person approved by the Ministry of Education

   b) to transport passengers, on a volunteer basis, for a purpose approved by a home care board, special care home, board or senior citizen activity centre board. Phone the Customer Service Centre for detailed information.

A registered owner of a Class LV vehicle with a seating capacity of more than 15 passengers cannot rent or lease the vehicle out to another person.

Note: Class LV vehicles that are operating with a combined weight of 5 000 kg or more must declare the gross vehicle weight on the registration certificate and are subject to the NSC requirements listed on page 2.

Class TS:

When a truck is pulling a trailer for commercial use, the trailer must be registered with a Class TS trailer plate. TS trailer plates take on the allowed uses of the trucks' licence plates. This does not apply to trailers being used exclusively for living accommodations, which are registered in Class T.

Perpetual Trailer Plates:

Semi-trailer or trailers that are part of a train combination pulled by a power unit have the option of registering with a Class TS perpetual licence plate. Perpetual pates can be purchased for a one-time fee of $100 and are valid as long as you own the trailer. Insurance coverage is not provided with a perpetual plate.

Exempt Commodities

Group I Exempt Commodities means:

Coal, earth, fodder, garbage, potatoes, grain, gravel, livestock, sand, septic tank sewage, wood, clay, sod, water, machinery and equipment permanently mounted on a vehicle, chemicals used for pest and weed control, manufactured livestock food when transported to a farm, manure, materials used in the construction and maintenance of a road or bridge and Impex rail containers (empty).

Group II Exempt Commodities means:

- *ashes, brick, briquettes, cement, cinder blocks, coke, concrete blocks, rags, rigid composition sheeting for buildings, scrap metal, slabs, stone or wooden fence posts*
- *blankets, chairs, clothing, drapes, rugs or furs when being transported for the purposes of dry cleaning*
- *buildings in transit*
- *Christmas trees*
- *currency, liability items or related banking items*
- *egg crates or eggs*
- *fox or mink feed*
- *fresh or frozen fish*
- *Her Majesty's mail*
- *ice*
- *lime, lumber, ore concentrate or peat moss*
- *machinery and equipment required to be repaired when transported by a garage owner, machine shop owner or implement dealer to and from the customer's residence or place of business*
- *milk being transported to a cheese factory for the purpose of manufacturing it into cheese*
- *newspapers*
- *power line poles, telephone poles or railway ties*
- *pregnant mare's urine*
- *primary products of the farm, forest, sea or lake in the initial movement from the farm, forest, sea or lake, excluding milk or cream*
- *raw honey.*

For more registration information contact SGI, Registration Policy and Permit Services, 306-775-6332.

14 Insurance Requirements

All individuals or companies holding a Certificate of Safety Fitness are required to maintain extension insurance. Third party liability insurance and cargo insurance is required before registering the following commercial vehicles in Saskatchewan.

Operators will be asked to supply a Certificate of Insurance to the Highway Traffic Board. If the insurance is cancelled or not renewed, the Highway Traffic Board may revoke the Certificate of Safety Fitness and the commercial vehicle registrations.

For information on insurance filings, contact the Highway Traffic Board, 775-6674.

Insurance Requirements

HTB
HIGHWAY TRAFFIC BOARD

	Cargo Insurance	Third Party Liability	Notes
Class A – *Only A Plated Vehicles Can Register Under IRP for Out-of-Province Travel*			
5,000 kg – 11,000 kg	Yes*	Yes	Exempt from Cargo insurance if Hauling Low Value or Owner's Own Goods
11,001 kg & Greater	Yes*	Yes	Exempt from Cargo insurance if Hauling Low Value or Owner's Own Goods
* Exemption Must Be Obtained and Approved by HTB			
Class C & D – *Cannot Register Under IRP But Can Leave the Province on Single Trip Permits*			
5,000 kg – 11,000 kg	No	Yes	
11,000 kg & Greater	No	Yes	
Class LV – *If registered as Commercial or Business Purposes*			
5,000 kg – 11,000 kg	No	Yes	Exempt From Third Party Liability Liability insurance if Operating in Sask.
11,000 kg & Greater	No	Yes	
Class F	No	No	
Class PB	No	Yes	
Class PS	No	Yes	Only if 10 Passengers or More Including the Driver

Minimum Insurance Coverage

Third Party Liability

Coverage:

- *$1,000,000 – All carriers transporting freight except Schedule 12 dangerous goods*
- *$2,000,000 – All carriers transporting Schedule 12 dangerous goods*

Cargo Liability

Cargo amounts for all vehicles not exceeding the following weight categories:

12 700 kg	$15,000
21 000 kg	$20,000
37 000 kg	$27,000
over 37 000 kg	$32,000

Buses Public Liability

Coverage:

Passenger Capacity	Insurance
15 or less	$1,000,000
16 or more	$3,000,000

and is in addition to amounts required under "*The Automobile Accident Insurance Act*".

Periodic Motor Vehicle Inspection (PMVI) Program

Saskatchewan has a mandatory Periodic Motor Vehicle Inspection program. Certain classes of vehicles must be inspected periodically.

Vehicles in classes A, C or D registered over 21 999 kg gross vehicle weight (GVW) or vehicles that would be registered in Saskatchewan as A, C or D must be inspected. Power units must be inspected every six months; trucks, annually.

A vehicle that is B registered in PB, PC or PS, or would be classified as PB, PC or PS if it were registered in Saskatchewan.

A vehicle that has a seating capacity of 15 or more passengers.

A truck or power unit, used for commercial purposes with a gross vehicle weight of 4 500 kg or more that operates in more than one jurisdiction must be inspected.

Trailers and semi-trailers registered in Class TS or that would be registered in Saskatchewan as TS equipped with air brakes must be inspected annually.

Staff at vehicle safety inspection stations perform the inspections. Vehicles that pass are issued a certificate and decal.

No person or owner shall operate a registered vehicle or allow a vehicle to be operated that requires inspection which is not inspected and issued a valid inspection certificate.

It is the operators' or owners' responsibility to keep track of inspection certificate expiry dates and ensure vehicles are inspected before expiry.

For more information on inspection requirements (including other vehicles), vehicle standards and equipment and inspection stations, contact Vehicle Standards and Inspection 775-6188 or 1-800-667-8015, extension 6188.

TABLE 2.0 Vehicles Requiring Inspection & Validity Term

Vehicle Registered As:	Validation Form	Additional Information
Taxi (PT)	Municipal Bylaw	No inspection unless required by municipal law
Bus / Van (PC) and (PB) operating extra-provincially	6 Months	
Bus / Van (PC) and (PB) operating within Saskatchewan only	12 Months	
Bus / Van (D), (C), or (LV) with a seating capacity of 15 passengers or more including driver, and operating extra-provincially	6 Months	
Bus / Van (D), (C), or (LV) with a seating capacity of 15 passengers or more including driver, and operating within Saskatchewan only	12 Months	
School Bus (PS)	12 Months	
Power Units registered in a commercial class at or above 22 000 kg	6 Months	If operated under 25 000 km (15,500 miles) owner can apply for a yearly inspection through VS&I
Trucks registered in a commercial class at or above 22 000 kg	12 Months	
Vehicles registered in a commercial class at or above 4 500 kg and operating extra-provincially	12 Months	
Trailers and Dollies registered in a commercial class and equipped with air brakes	12 Months	
Trailers registered in a commercial class and operating extra-provincially	12 Months	
Total Loss Vehicles (TLV)	No expiry unless it becomes a Total Loss Vehicle again	
First Time Registered Vehicles (FTR)	No expiry unless returned to Sask. from another jurisdiction	
LPG and CNG	5 Years	

16 Permits

All permits are valid in Saskatchewan only.

Permits are available for a number of purposes such as:

- *over dimensional loads (generally available for non-divisible loads and subject to certain conditions)*
- *overweight loads (restricted to non-divisible loads and subject to certain conditions)*
- *single trip unregistered vehicles*
- *single trip upgrade or change of registration class.*

The SGI Permit Office can be reached from 6:00 am to 10:00 pm, seven days a week, except for Christmas Day, Boxing Day and New Year's Day.

To obtain a permit contact the SGI Permit Office at 306-775-6969 or toll free (**only** in Saskatchewan) at 1-800-667-7575.

17 Hours of Service

What Are Hours Of Service Regulations?

Drivers of commercial vehicles are limited in the number of hours they can drive. Saskatchewan has provincial hours of service regulations. These regulations apply to carriers (and their drivers) whose business is totally within the province. There are also federal regulations. These regulations apply to carriers (and their drivers) whose business takes them across provincial or international boundaries.

What Is A Commercial Vehicle?

A commercial vehicle under the federal regulations is any truck, power unit, semi-trailer or trailer with a gross vehicle weight of more than 4 500 kg, or a bus with a designated seating capacity of more than 10 passengers, including the driver. Under provincial regulations a commercial vehicle is defined as a truck, power unit, semi-trailer or trailer or any combination of the above with a registered gross vehicle weight of more than 5 000 kg, or a bus with a designated seating capacity of more than 10 passengers, including the driver.

Note: The information below refers to the federal regulations only.

Exemptions

There are a number of vehicle types and classes of vehicles that are exempt from the hours of service regulations. These are:

- *emergency vehicles*
- *city buses*
- *vehicle providing disaster relief*
- *two and three axle trucks transporting primary products of a forest, farm, sea or lake, and their return trip if empty, or loaded with goods to be used in the operation of the forest, farm, sea or lake.*

What Is The Difference Between A Day And A Shift?

A day is the 24-hour period which starts at a time determined by the carrier. It will usually be midnight to midnight, and will determine what hours are contained within the log sheet. A driver requires 10 hours of off-duty time each day (without deferral).

A shift (when you start work) commences at the end of 8 consecutive hours of off duty time and stops at the beginning of the next 8 hours of off-duty time.

How Many Hours Can I Drive?

The regulations limit the hours a driver can drive in a day to:

- *13 hours driving in a day*
- *no driving after 14 hours of on-duty time in a day.*

They also limit the hours to be driven in any shift to:

- *13 hours after having eight consecutive hours off-duty, or*
- *in addition to the above, a driver cannot drive a commercial vehicle after they have been on duty for 14 hours or more (until he/she has taken 8 consecutive hours off duty). On-duty time includes driving time.*
- *no driving after the accumulation of the 16 hours in a shift (this includes all on-duty time less than 8 consecutive hours).*

Cycles

The regulations further limit the number of hours that a driver can drive after having been on duty for two possible cycles (more commonly known as the weekly caps). These are:

- *70 hours in seven days*
- *120 hours in 14 days.**

If using the 120/14 cycle the driver must take 24 consecutive hours off before completing 70 hours of on-duty time under the cycle.

The carrier/driver can select whichever cycle they wish their drivers to operate under, but the cycle must be declared on the driver's daily log. The cycle cannot be changed until the driver takes at least the equivalent of the reset provision:

- *36 hours consecutive if switching from cycle 1 to cycle 2*
- *72 hours consecutive if switching from cycle 2 to cycle 1*

Adverse Driving Conditions

A driver may exceed his/her on-duty time by not more than two hours when encountering unexpected or unplanned adverse weather. When a driver makes use of this provision, a note of this shall be made in the remarks portion of the daily log.

Emergencies

A driver may exceed driving and on-duty time to reach a destination that would provide safety for commercial vehicle occupants and for other users of the road or security for the commercial vehicle and its load. When a driver makes use of this provision, a note of this shall be made in the remarks portion of the daily log.

When Am I "On-Duty"?

On-duty time is time that begins when a driver starts work or is required by the carrier to be available to work and ends when the driver stops work or is relieved of responsibility by the carrier. Some typical examples of on-duty time are:

- *inspecting, servicing, repairing, or starting a commercial vehicle*
- *driving time*
- *loading and unloading commercial vehicles*
- *inspecting or checking a load*
- *vehicle or load inspection at a weigh scale or customs office*
- *waiting at an enroute point due to an accident or other occurrence*
- *performing any other work in the capacity of a carrier or driver who is employed or otherwise engaged by a carrier*

Do I Need A Daily Log?

The regulations require the use of daily logs by commercial vehicle drivers (other than those who are generally exempted from the regulations).

The daily log must contain the following information:

- *the date*
- *name of driver (printed)*
- *the odometer reading at the beginning of the day and the end of the day*
- *total distance driven during day*
- *co-driver name (printed), if any*
- *license plate or unit #*
- *starting time of the log sheet, if not 12:00 midnight*
- *home terminal name and address of the motor carrier*
- *name and address of the principal place of business of the motor carrier, if not the home terminal*
- *total hours spent in each duty status period, shown to the right of the graph grid*
- *driver's signature*
- *name of municipality or location on a highway and the name of the province or state where any change of duty status occurs*
- *the cycle that the driver is operating under*
- *an indication in the remarks section that the driver is using the deferral option and which day the driver is operating under of the deferral*

"Supporting Documents" include but is not limited to: bills of lading, shipping documents, fuel and accommodations receipts for expenses incurred en route.

Driver Possession of Daily Logs

Under the regulations the driver is required to have in his/her possession the daily log for the current day, and duplicate copies of their daily logs for the preceding 14 consecutive days. Within 20 days of completing the daily log, a driver must forward the original log sheet, along with supporting documents, to the home terminal of the motor carrier.

Log Book Exemption

A driver is exempt from maintaining a log while operating within a 160-km radius of his/her home terminal providing he/she returns to the home terminal and is released from work to begin 8 hours off duty. As well, the carrier must maintain accurate and legible records showing, for each day, the driver's duty status and elected cycle, the hour at which each duty status begins and ends, and the total number of hours spent in each status. The carrier must keep these records for a minimum period of 6 months after the day on which they were recorded. Driver is also exempt if not driving under a permit issued under the Federal Hours of Service Regulations.

Are There any Exceptions to the Eight Hours Consecutive Off-Duty Time Required by the Regulations?

There are two exceptions to the off-duty requirements:

1. Sleeper Berth Option (Useful option especially for team drivers)

You can accumulate the equivalent to the 10 hours of off-duty time required in a day and the 8 consecutive hours of off-duty time required to start and stop a shift by taking two periods of rest in the sleeper berth, where:

Team Driver

- *neither of the rest periods is less than 4 hours;*
- *the two rest periods equal or exceed 8 hours;*
- *the total of the two periods of driving time immediately before and after either of the rest periods does not exceed 13 hours and*
- *there is no driving after the 14th hour of on-duty time before and after either of rest periods;*
- *there is no driving after the 16th hour in the shift;*
- *off duty time is in sleeper berth.*

Single Driver

- *off duty is spent in sleeper berth;*
- *neither of the rest periods is less than two hours;*
- *the two rest periods equal or exceed 10 hours;*
- *the total of the two periods of driving time immediately before and after either of the rest periods does not exceed 13 hours and*
- *there is no driving after the 14th hour of on-duty time before and after either of the rest periods;*
- *there is no driving after the 16th hour in the shift.*

2. Reduction in Off-Duty Hours

A driver may defer the two extra hours in the 10 hours of off-duty time normally required, every second day by the two extra hours, provided:

- *the total driving time in the two days does not exceed 26 hours;*
- *the total off-duty time in the two days is at least 20 hours;*
- *the driver adds the deferred time to the next off-duty period of eight hours wholly within the second day;*
- *the driver is not using the split sleeper berth option;*
- *the deferral is recorded in the remarks section of the daily log stating that the driver is deferring off-duty time and indicates either day one or day two;*
- *shift rules must be maintained.*

For questions regarding Hours of Service, contact: In Saskatchewan toll free 1-866-933-5290; Outside Saskatchewan 306-933-5290. The Canadian Council of Transport Administrators (CCMTA) has produced an "Application Guide" for the Hours of Service Regulations. This document is available on their website at www.ccmta.ca.

Trip Inspection

All commercial vehicles registered over 5 000 kg must be inspected by the driver or a qualified person every 24 hours that they are used. The carrier must supply a list of inspection items to the person doing the inspection in the form of Schedule I of the Regulations. This Schedule must be carried by the driver and produced on demand.

Items that must be inspected are as follows:

- *air brake system*
- *cab*
- *load security*
- *coupling devices*
- *dangerous goods (if any)*
- *driver controls*
- *driver seat*
- *electric brake system (if applicable)*
- *emergency equipment & safety devices*
- *exhaust system*
- *frame and cargo body*
- *fuel system*
- *general defects*
- *glass and mirrors*
- *heater/defroster*
- *horn*
- *hydraulic brake system (if applicable)*
- *lamps and reflectors*
- *steering*
- *suspension system*
- *tires*
- *wheels, hubs & fasteners*
- *windshield wiper/washer*

The inspection shall be recorded on an inspection report that must be carried in the vehicle and produced for inspection on request of a peace officer. When defects are detected, they must be noted on the inspection report and reported to the motor carrier forthwith. Minor defects must be repaired before the next trip inspection. If major defects are encountered the commercial vehicle must not be driven until the defects are repaired.

Drivers are required to forward copies of their trip inspection reports to the carrier every 20 days and carriers are required to keep the reports on file for 6 months.

The report form is not prescribed in regulation; however, it must contain the following information:

- *licence plate or unit number of the vehicle*
- *carrier's name*
- *date and time of inspection*
- *city, town, village, or highway location where the inspection was performed*
- *the person conducting the inspection must sign a declaration that the vehicle has been inspected in accordance with the applicable requirements*
- *the legibly printed name of the person conducting the inspection*
- *odometer reading (if equipped)*

Note: There are exemptions to the regulations. Two and three axle farm trucks when used in farming operations, emergency vehicles, urban transit buses, recreational vehicles, and vehicles responding to natural disasters are exempt from these regulations.

SCHEDULE 1.0 – Truck, Tractor and Trailer

Application

This schedule applies to trucks, tractors and trailers or combinations thereof exceeding a registered gross vehicle weight of 5 000 kg.

Inspection	Defect(s)	Major Defect(s)
Air Brake System	- Audible air leak - Slow air pressure build-up rate	- Pushrod stroke of any brake exceeds the adjustment limit - Air loss rate exceeds prescribed limit - inoperative towing vehicle (tractor) protection system - Low air warning system fails or system is activated - Inoperative service, parking or emergency brake
Cab	- Occupant compartment door fails to open	- Any door fails to close securely
Cargo Securement	- Insecure or improper load covering	- Insecure cargo - Absence, failure, malfunction or deterioration of required cargo securement device or load covering
Coupling Devices	- Coupler or mounting has loose or missing fastener	- Coupler is insecure or movement exceeds prescribed limit - Coupling or locking mechanism is damaged or fails to lock - Defective, incorrect or missing safety chain/cable
Dangerous Goods		- Dangerous goods requirements not met
Driver Controls	- Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly	
Driver Seat	- Seat damaged or fails to remain in set position	- Seatbelt or tether belt is insecure, missing or malfunctions
Electric Brake System	- Loose or insecure wiring or electrical connection	- Inoperative breakaway device - Inoperative brake
Emergency Equipment and Safety Devices	- Emergency equipment is missing, damaged or defective	
Exhaust System	- Exhaust leak	- Leak that causes exhaust gas to enter the occupant compartment
Frame and Cargo Body	- Damaged frame or cargo body	- Visibly shifted, cracked, collapsing or sagging frame member(s)
Fuel System	- Missing fuel tank cap	- Insecure fuel tank - Dripping fuel leak

Inspection	Defect(s)	Major Defect(s)
General		- Serious damage or deteroriation that is noticable and may affect the vehicle's safe operation
Glass and Mirrors	- Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted - Required mirror or glass has broken or damaged attachments onto vehicle body	
Heater/Defroster	- Control or system failure	- Defroster fails to provide unobstructed view through the windshield
Horn	- Vehicle has no operative horn	
Hydraulic Brake System	- Brake fluid level is below indicated minimum level - Parking brake is inoperative	- Brake boost or power assist is not operative - Brake fluid leak - Brake pedal fade or insufficient brake pedal reserve - Activated (other than ABS) warning device - Brake fluid reservoir is less than 1/4 full
Lamps and Reflectors	- Required lamp does not function as intended - Required reflector is missing or partially missing	*When lamps are required:* - Failure of both low-beam headlamps - Failure of both rearmost tail lamps *At all times:* - Failure of a rearmost turn-indicator lamp - Failure of both rearmost brake lamps
Steering	- Steering wheel lash (free-play) is greater than normal	- Steering wheel is insecure, or does not respond normally - Steering wheel lash (free-play) exceeds required limit
Suspension System	- Air leak in air suspension system - Broken spring leaf - Suspension fastener is loose, missing or broken	- Damaged, deflated air bag - Cracked or broken main spring leaf or more than one broken spring leaf - Part of spring leaf or suspension is missing, shifted out of place, or is in contact with another vehicle component - Loose U-bolt
Tires	- Damaged tread or sidewall of tire - Tire leaking	- Flat tire - Tire tread depth is less than wear limit - Tire is in contact with another tire or any vehicle component other than mud-flap - Tire is marked "Not for highway use" - Tire has exposed cords in the tread or outer side wall area

Inspection	Defect(s)	Major Defect(s)
Wheels, Hubs and Fasteners	- Hub oil below minimum level (when fitted with sight glass) - Leaking wheel seal	- Wheel has loose, missing or ineffective fastener - Damaged, cracked or broken wheel, rim or attaching part - Evidence of imminent wheel, hub or bearing failure
Windshield Wiper/Washer	- Control or system malfunction - Wiper blade damaged, missing or fails to adequately clear driver's field of vision	*When necessary for prevailing weather conditions:* - Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper

SCHEDULE 2.0 – Bus

Application

This schedule applies to buses designed, constructed and used for the transportation of passengers with a designated seating capacity of more than 10, including the driver, but excluding the operation for personal use, and also applies to any trailer towed by a bus.

Inspection	Defect(s)	Major Defect(s)
Accessibility Devices	*Accessibility device may not be used if:* - Alarm fails to operate - Equipment malfunctions - Interlock system malfunctions	- Vehicle fails to return to normal level after "kneeling" - Extendable lift, ramp or other passenger-loading device fails to retract
Air Brake System	- Audible air leak - Slow air pressure build-up rate	- Pushrod stroke of any brake exceeds the adjustment limit - Air loss rate exceeds prescribed limit - Inoperative towing vehicle (tractor) protection system - Low air warning system fails or system is activated - Inoperative service, parking or emergency brake
Cargo Securement	- Insecure or improper load covering	- Insecure cargo - Absence, failure, malfunction or deterioration of required cargo securement device or load covering
Coupling Devices	- Coupler or mounting has loose or missing fastener	- Coupler is insecure or movement exceeds prescribed limit - Coupling or locking mechanism is damaged or fails to lock - Defective, incorrect or missing safety chain/cable
Dangerous Goods	- Dangerous goods requirements not met	
Doors and Emergency Exits	- Door, window or hatch fails to open or close securely - Alarm inoperative	*Passengers may not be carried.* - Required emergency exit fails to function as intended

Inspection	Defect(s)	Major Defect(s)
Driver Controls	- Accelerator pedal, clutch, gauges, audible and visual indicators or instruments fail to function properly	- Accelerator sticking and engine fails to return to idle
Driver Seat	- Seat damaged or fails to remain in set position	- Seatbelt or tether belt is insecure, missing or malfunctions
Electric Brake System	- Loose or insecure wiring or electrical connection	- Inoperative breakaway device - Inoperative brake
Emergency Equipment and Safety Devices	- Emergency equipment is missing, damaged or defective	
Exhaust System	- Exhaust leak	- Leak that causes exhaust gas to enter the occupant compartment
Exterior Body and Frame	- Insecure or missing body parts	- Insecure or missing compartment door - Damaged frame or body - Visibility shifted, cracked, collapsing or sagging frame member(s)
Fuel System		- Missing fuel tank cap - Insecure fuel tank - Dripping fuel leak
General		- Serious damage or deterioration that is noticeable and may affect the vehicle's safe operation
Glass and Mirrors	- Required mirror or window glass fails to provide the required view to the driver as a result of being cracked, broken, damaged, missing or maladjusted - Required mirror or glass has broken or damaged attachments onto vehicle body	*Passengers may not be carried.* - Driver's view of the road is obstructed in the area swept by the windshield wipers
Heater/Defroster	- Control or system failure	- Defroster fails to provide unobstructed view through the windshield
Horn	- Vehicle has no operative horn	
Hydraulic Brake System	- Brake fluid level is below indicated minimum level - Parking brake is inoperative	- Brake boost or power assist is not operative - Brake fluid leak - Brake pedal fade or insufficient brake pedal reserve - Activated (other than ABS) warning device - Brake fluid reservoir is less than 1/4 full

Inspection	Defect(s)	Major Defect(s)
Lamps and Reflectors	- Required interior lamp does not function as intended - Required reflector is missing or partially missing - Passenger safety or access lamp does not function	*When lamps are required:* - Failure of both low-beam headlamps - Failure of both rearmost tail lamps *At all times:* - Failure of a rearmost turn-indicator lamp - Failure of both rearmost brake lamps
Passenger Compartment	- Stanchion padding is damaged - Damaged steps or floor - Insecure or damaged overhead luggage rack or compartment - Malfunction or absence of required passenger or mobility device restraints - Passenger seat is insecure	*When affected position is occupied:* - Malfunction or absence of required passenger or mobility device restraints - Passenger seat is insecure
Steering	- Steering wheel lash (free-play) is greater than normal	- Steering wheel is insecure, or does not respond normally - Steering wheel lash (free-play) exceeds required limit
Suspension System	- Air leak in air suspension system - Broken spring leaf - Suspension fastener is loose, missing or broken	- Damaged, deflated air bag - Cracked or broken main spring leaf or more than one broken spring leaf - Part of spring leaf or suspension is missing, shifted out of place, or is in contact with another vehicle component - Loose U-bolt
Tires	- Damaged tread or sidewall of tire - Tire leaking	- Flat tire - Tire tread depth is less than wear limit - Tire is in contact with another tire or any vehicle component other than mud-flap - Tire is marked "Not for highway use" - Tire has exposed cords in the tread or outer side wall area
Wheels, Hubs and Fasteners	- Hub oil below minimum level (when fitted with sight glass) - Leaking wheel seal	- Wheel has loose, missing or ineffective fastener - Damaged, cracked or broken wheel, rim or attaching part - Evidence of imminent wheel, hub or bearing failure
Windshield Wiper/Washer	- Control or system malfunction - Wiper blade damaged, missing or fails to adequately clear driver's field of vision	*When necessary for prevailing weather conditions:* - Wiper or washer fails to adequately clear driver's field of vision in area swept by driver's side wiper

19 Commercial Vehicle Safety Alliance (CVSA) Inspections

The CVSA is a set of safety standards for North America for the on-road inspection of heavy vehicles by enforcement officers.

Inspections consist of five levels:

1. *North America standard, both the driver and vehicle are checked for safety fitness*
2. *walk-around inspection*
3. *driver only (licence, log book, etc.)*
4. *special survey*
5. *vehicle only.*

If a vehicle passes the level one or level five inspection, a decal is issued which is valid for three months and is recognized by other jurisdictions.

Mechanical defects could result in a requirement to repair and report minor deficiencies. Mechanical defects could also result in delays or an out-of-service order, which requires the vehicle to be repaired before it can be moved.

Further information on CVSA inspections can be obtained from Transport Compliance: In Saskatchewan toll free 1-866-933-5290; Outside Saskatchewan 306-933-5290.

20 Load Security

PART I: General Securement Requirements

What?

Cargo being transported on the highway must remain secured on or within the transporting vehicle.

When?

The cargo must remain secured on or in the transporting vehicle:

- *under all conditions that could reasonably be expected to occur in normal driving*
- *when a driver is responding in all emergency situations, EXCEPT when there is a crash.*

Why?

An improperly secured load can result in:

- *loss of life*
- *loss of load*
- *damage to the cargo*
- *damage to the vehicle*
- *a crash*
- *issuance of citations/fines to driver/carrier*
- *the vehicle being placed Out-of-Service.*

The cargo or any other object must not:

- *obscure the driver's view ahead or to the the right or left sides (except for drivers of self-steer dollies)*
- *interfere with the free movement of the driver's arms or legs*
- *prevent the driver's free and ready access to accessories required for emergencies, OR*
- *prevent the free and ready exit of any person from the commercial motor vehicle's cab or driver's compartment.*

The following conditions must exist before a driver can operate a commercial motor vehicle and a carrier can require or permit a driver to operate a commercial motor vehicle.

- *the commercial motor vehicle's cargo must be properly distributed and adequately secured*
- *the commercial motor vehicle's structure and equipment must be secured:*
  - *tailgate*
  - *doors*
  - *tarpaulins*
  - *spare tire*
  - *other equipment used in the vehicle's operation*
  - *cargo securing equipment.*

Three ways to transport cargo

All types of cargo must meet one of three conditions:

Condition 1: Cargo is **fully contained** by structures of adequate strength.

- *cargo cannot shift or tip*
- *cargo is restrained against horizontal movement by vehicle structure or by other cargo.*

Horizontal movement includes forward, rearward, and side to side.

Condition 2: Cargo is **immobilized by structures** of adequate strength – a combination of structure, blocking, and bracing to prevent shifting or tipping.

Condition 3: To prevent shifting or tipping, cargo is **immobilized or secured on or within** a vehicle by tie-downs along with:

- *blocking*
- *bracing*
- *friction mats*
- *other cargo*
- *void fillers*
- *combination of these.*

General requirements for tie-downs are as follows:

1. *the Aggregate Working Load Limit of all tie-down assemblies being used must equal at least 50% of the weight of the article being secured.*
2. *for articles that are not blocked or immobilized by front end structures, bulkhead or other immobilized cargo;*
   - *a) 1 tie-down where the article is 1.52 metres (5 ft) or shorter and weighs not more than 500 kg,*
   - *b) 2 tie-downs where the article is*
     - *1.52 metre (5 ft) or shorter but weighs more than 500 Kg, or*
     - *longer than 1.52 (5 ft) metres but not longer than 3.04 metres (10 ft) regardless of weight, or*
   - *c) where the article is longer than 3.04 metres (10 ft)*
     - *2 tie-downs for the first 3.04 metres (10 ft) of length, and*
     - *1 extra tie-down for each additional 3.04 metres (10 ft) or fraction of 3.04 metres (10 ft).*

3. *for articles that are blocked or immobilized by front end structures, bulkhead or other immobilized cargo:*
   a) *1 tiedown where article is not longer than 3.04 metres (10 ft) and weighs not more than 500 kg.*
   b) *where the article is longer than 3.04 metres (10ft)*
      - *1 tie-down for the first 3.04 metres (10 ft) of length, and*
      - *1 extra tie-down for each additional 3.04 metres (10 ft) or fraction of 3.04 metres (10 ft).*
4. *for machinery or fabricated structural items that are secured by special methods, the special methods, shall:*
   a) *secure adequately any article of cargo*
   b) *be properly used in accordance with the manufacturer's instructions.*

Note: There are a number of cargo types (logs, metal coils, dressed lumber, crushed cars, etc.) that have specific requirements for securement in the regulations. These specific requirements take precedent over the general requirements wherever there is a conflict between the two. They can be obtained in one of two ways:

1. *review the Security of Loads Regulations, 2004 on the Queen's Printer site: www.qp.gov.sk.ca, or*
2. *obtain a copy of the "Driver's Handbook on Cargo Securement" from the Saskatchewan Trucking Association, 306-569-9696.*

Questions regarding load security, contact: 306-933-5290.

PART II:
Aggregate Working Load Limits

Tie-down assemblies used to secure loads shall have an aggregate working load limit equal to 50% of the weight of the article or articles being secured.

i.e. The working load limits of all the tie-down assemblies added together must equal at least 1/2 the weight of the object being secured.

Example: The object weighs 4 000 kg

Four tie-down assemblies with an individual working load limit of 500 kg each would be required. (500 kg X 4 = 2 000 kg)

The working load limit of a tie-down assembly shall be rated at the working load limit of the weakest component of that assembly.

Tie-down assemblies, other than those that are permanently crimped, must be capable of being tightened in transit.

When determining aggregate working load limits, each tension portion of the tie-down assembly that is attached to the vehicle and then passes over, through, around, or is attached to the load, and is again attached to the vehicle shall be considered as a separate tie-down.

Aggregate Working Load Limit
Tie-Down Methods A & B

1. *a chain with a working load limit of 2 500 kg that is attached to the side and over the load and attached to the other side, is counted as one separate tie-down when determining aggregate working load limits.*

The aggregate working load limit of this tie-down method is 2 500 kg.

2. *two chains with individual working load limits of 2 500 kg that are attached to the side and re-attached to the load are two separate tie-downs when determining aggregate working load limits.*

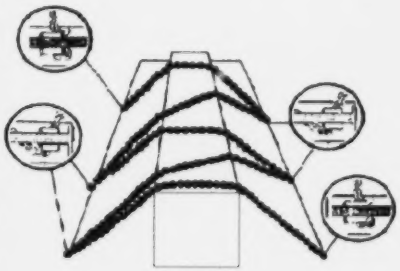
The aggregate working load limit of this tie-down method is 5 000 kg.

Note: A tie-down that passes over, through, or around a load more than once will only be counted as one tie-down.

If the example tie-down had a working load limit of 2 500 kg the aggregate working load limit of this tie-down method would be 2 500 kg.

Aggregate Working Load Limit Tie-Down Continuous Securement

This does not apply if the tie-down is attached to the vehicle at each contact point (pockets in this example) in such a way that if one tensioned portion of the tie-down becomes ineffective the remaining portions will continue to be tensioned and secure their portion of the load.



PART III: Tie-Down Devices

Chain

Chain links are generally stamp marked with a grade identification. This identification consists of a letter(s) or a number(s) or a combination of both on the link's face or side.

Chain Grade Identification

Samples of typical chain markings:

PC, 3, or ***30*** for Proof coil (Grade 3 chain)

M, PH, HT; 4, 43, 430 for High test (Grade 4 chain)

7, 70, 700 for Transport 7 (Grade 7 chain)

A, T; 8, 80, 800 for Alloy (Grade 8 chain)

Chain is generally marked every 0.9 m (3 ft) or less.

Where a chain is not marked or a grade cannot be identified, the working load limit for proof coil (Grade 3) chain will be used.

Grade 4

Grade 7

TABLE 3.0 Chain Working Load Limits

Chain Size		Proof Coil Grade 3		High Test Grade 4		Transport 7		Alloy	
(in)	*(mm)*	*(lbs)*	*(kg)*	*(lbs)*	*(kg)*	*(lbs)*	*(kg)*	*(lbs)*	*(kg)*
1/4	7	1,300	590	2,600	1 180	3,150	1 430	3,500	1 590
5/16	8	1,900	860	3,900	1 770	4,700	2 130	4,400	2 000
3/8	10	2,650	1 200	5,400	2 450	6,600	2 990	7,100	3 200
7/16	11	3,500	1 590	7,200	3 270	8,750	3 970	-	-
1/2	13	4,500	2 040	9,200	4 170	11,300	5 130	12,000	5 400
5/8	16	6,900	3 130	13,000	5 910	15,800	7 170	18,100	8 200

Chain Hooks and Slip Hooks

Chain hooks are generally stamp marked with a grade identification.

Where a hook is not marked or a grade cannot be identified, the working load limit for the corresponding size of proof coil chain will be used.

Where a hook is marked with a: ***C, H, HT, High Test, G4, G40*** or ***G43*** the working load limits in Table 4.0 will be used.

Where a hook is marked with an: ***A, AA, AL, Alloy, Transport 7*** or ***70, T7, G7, G70,*** or ***S7*** the working load limits in Table 5.0 will be used.

Clevis Grab Hook

Clevis Slip Hook

Eye Grab Hook

Eye Slip Hook

TABLE 4.0 C, H, HT, High Test, G4, G40 or G43 Working Load Limits

Size		Grab Hook		Slip Hook	
(in)	*(mm)*	*(lbs)*	*(kg)*	*(lbs)*	*(kg)*
1/4	7	2,600	1 180	1,950	800
5/16	8	3,900	1 770	2,870	1 310
3/8	10	5,400	2 450	4,000	1 810
7/16	12	5,800	2 630	5,000	2 270
1/2	13	9,200	4 170	6,500	2 950
5/8	16	11,500	5 220	9,250	4 200

TABLE 5.0 A, AA, AL, Alloy, Transport 7 or 70, T7, G7, G70, or S7 Working Load Limits

Size		Grab Hook		Slip Hook	
(in)	*(mm)*	*(lbs)*	*(kg)*	*(lbs)*	*(kg)*
1/4	7	3,150	1 430	2,750	1 250
5/16	8	4,700	2 130	4,300	1 950
3/8	10	6,600	2 990	5,250	2 380
7/16	12	8,750	3 970	7,000	3 170
1/2	13	11,300	5 130	9,000	4 080
5/8	16	15,800	7 170	13,500	6 120

Approved Type of Repair Links

Double Clevis Link

Alloy Connecting Link

Unapproved Types of Repair Links

Missing Link

Quick Link

Cold Shut

Lap Link

Links with gouges, chips, cuts and abrasions

TABLE 6.0 Link Working Load Limits

Size		Double Clevis		Alloy	
(in)	*(mm)*	*(lbs)*	*(kg)*	*(lbs)*	*(kg)*
1/4	7	4,700	2 130	3,250	800
5/16	8	4,700	2 130	-	-
3/8	10	6,600	2 990	6,600	2 900
7/16	12	11,300	5 130	-	-
1/2	13	11,300	5 130	11,300	5 130
5/8	16	16,500	7 480	-	-

Load Binders

Where the working load limit of a load binder cannot be determined, the lowest value for the same size and type of binder shown in the following charts will apply.

TABLE 7.0 Recoilless Release Type Load Binder

Size		Working Load Weight	
(in)	*(mm)*	*(lbs)*	*(kg)*
3/8	10	2,650	1 200
1/2	13	4,500	2 040

TABLE 8.0 Standard Load Binder

Size		Working Load Weight	
(in)	*(mm)*	*(lbs)*	*(kg)*
3/8	10	2,650	1 200
1/2	13	4,500	2 040
5/8	16	6,900	3 130

TABLE 9.0 Ratchet Load Binder

Size		Working Load Weight	
(in)	*(mm)*	*(lbs)*	*(kg)*
3/8	10	2,650	1 200
1/2	13	4,500	2 040
5/8	16	6,900	3 130

TABLE 10.0 Snubbing Load Binder

Size		Working Load Weight	
(in)	*(mm)*	*(lbs)*	*(kg)*
3/8	10	2,650	1 200
1/2	13	4,500	2 040

Defective Chain

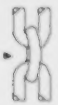
Chains, fittings and attachments that are loose or have the following defects will not be counted as part of a tie-down system.

Examples of Defective Chains

1. *components that are:*
   a. *broken or cracked,*
   b. *significantly gouged, twisted, bent, or visibly stretched*
2. *chain that is knotted*
3. *obvious reduction in section through wear or corrosion*
4. *hooks that are opened in the throat beyond the original throat opening*
5. *repair welding or distortion from heat*
6. *load binders that are distorted or stretched.*

Note: Other types of defects may also apply.

Bend



Bend

Twisted Link

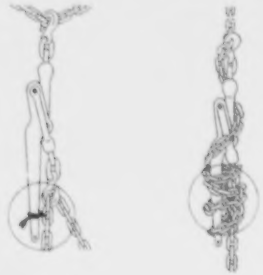
Stretched Link

Knotted Chain

Knotted Chain

Over-the-Centre Tie-Down

If an "over-the-centre" type of tie-down tensioner is used, the handle shall be locked in place and secured by some means to prevent its accidental release.



Synthetic Webbing

Nylon or Polyester Webbing

Web tie-down assemblies are commonly labelled within 46 cm (18") from one end of the assembly. The labels generally contain the working load limits.

Where the webbing is not tagged or marked showing its working load limit, the lowest value for the same size material shown in the following chart shall apply.

TABLE 11.0 Working Load Limits for Unmarked Webbing

Size		Working Load Weight	
(in)	*(mm)*	*(lbs)*	*(kg)*
1 3/4	45	1,750	790
2	50	2,000	910
3	75	3,000	1 360
4	100	4,000	1 810

Defective Webbing

Webbing that is loose or contains the following defects will not be counted as part of a tie-down system.

Separated Lap Portion Stitches

1. *25% or more of the lap portion stitches, used to secure a web to a fitting, are separated*
2. *webbing that is knotted, spliced, contains damaged loop ends, severely worn or has been repaired*
3. *damage such as cuts, burns, abrasions, holes or crushed areas through the webbing that total more than:*

TABLE 12.0 Defect Classification Table (Total Defect Size)

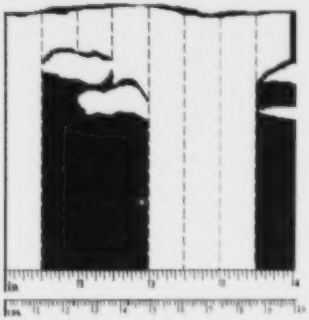
Web Size		Out-of-Service Range	
(in)	*(mm)*	*(lbs)*	*(kg)*
4	100	Larger than 3/4	19
3	75	5/8	16
2	50	3/8	10
1.75	45	3/8	10

Determining the Total Width of Damage

Total Width of Damage

It is important to remember the following when adding together the individual widths of damaged areas.

The width of a specific area of damage is only counted once for the entire length of the web.



The total width that is affected by damage is 50mm (2")

Web tie-down fittings, attachments, tensioning devices or hardware that are loose or have the following defects will not be counted as part of a tie-down system

1. *broken, sprung, bent, twisted, visibly cracked, non-functioning or significantly gouged*
2. *obvious reduction of section through wear or corrosion*
3. *repair welded or distorted from heat.*

Note: Other types of defects may also apply. Some web winches are designed to be welded to the vehicle.

Chain Anchor

Flat Hook

Web Winch

Chain Anchor

Web Tensioner

Cable

Wire Rope

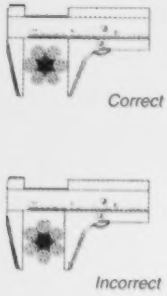
Where the working load limit of a cable cannot be determined, the value for the same size material shown in the following chart will apply:

TABLE 13.0 Working Load Limits for Cable

Cable Diameter		Working Load Weight	
(in)	*(mm)*	*(lbs)*	*(kg)*
1/4	7	1400	640
5/16	8	2100	950
3/8	10	3000	1360
7/16	11	4100	1860
1/2	13	5300	2400
5/8	16	8300	3770
3/4	19	10900	4940
7/8	22	16100	7300
1	25	20900	9480

Cable Elements and Measurement

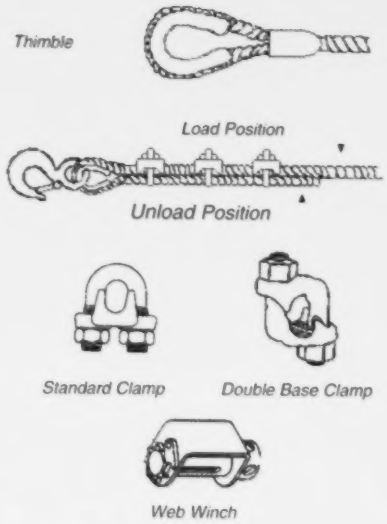
Cable Elements



Measuring Cable

Where cable is used for tie-downs, it should be protected against damage. The following precautions and procedures should be observed:

1. *The use of thimbles is advised where cable is attached to hooks, chains, clevises, eyes or similar devices.*
2. *When "U" bolts type clamps (clips) are used, the "U" bolt must bear against the unloaded end of the cable.*
3. *All cable sizes up to and including 11 mm (7/16") diameter must use at least two clamps. Cables 13 mm (1/2") in diameter must have three clamps of the "U" bolt type or two clamps of the double base (fist grip) type.*
4. *Where cable is used on a winch designed for webbing, the cable must be protected against cutting and be anchored securely to the drum.*
5. *The cable must be protected where it contacts load edges that are sharp enough to cause damage to the tie-down.*



Defective Cable

Cable that is loose or contains the following defects will not be counted as part of a tie-down system:

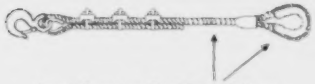
1. *kinks, bird caging or popped cores, knots*

Kinked

Popped Core

Bird Caging

2. *discoloration from excessive heat or electric arc*
3. *corrosion with pitting of the external or internal wires*
4. *more than 11 broken wires in 6 diameters of length; for example, with 1/2 (13 mm) wire rope, over 11 broken wires in (6 x 1/2) 3 inches of length of (6 x 13) 78 mm*
5. *more than three broken wires in any one strand*
6. *more than two broken wires at an end connection or fitting*



Load Carrying End Connections

7. *improperly joined cables (i.e. tied in a knot)*
8. *any slippage is detectable at a cable clamp or clip.*

Note: Other types of defects may also apply.

Cable fittings and attachments that are loose or have the following defects will not be counted as part of a tie-down system:

1. *obvious reduction of section through wear or corrosion*
2. *hooks opened in the throat beyond the original throat opening*
3. *obvious twisting out of the plane of a fitting*
4. *repair welding or distortion from heat*
5. *any visible cracks.*

Note: Other types of defects may also apply.

Steel Strapping

Where banding is not tagged or marked showing its working load limit, the value for the same width and thickness of material shown in the following chart shall apply.

If banding thickness cannot be determined, the working load limit shown for the thinnest material listed for that width shall apply.

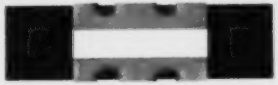
TABLE 15.0 Steel Strapping Working Load Limits

**S: Seals; N: Notches; C: Crimps*

Strapping Size		Number of			Working Load Limit	
(in)	*(mm)*	*S**	*N**	*C**	*(lbs)*	*(kg)*
1/2 x 0.020	13 x 0.51	1	2		350	160
1/2 x 0.023	13 x 0.58	1	2		400	180
5/8 x 0.020	16 x 0.51	1	2		450	200
5/8 x 0.023	16 x 0.58	1	2		500	230
3/4 x 0.020	19 x 0.51	1	2		520	240
3/4 x 0.023	19 x 0.58	1	2		600	270
3/4 x 0.025	19 x 0.64	1	2		650	290
3/4 x 0.031	19 x 0.79	1	2		790	360
3/4 x 0.035	19 x 0.89	1	2		880	400
1-1/4 x 0.031	32 x 0.79	2 2	4 4		1,400 1,570	630 710
1-1/4 x 0.035	32 x 0.89	2 2	4 4		1,440 1,610	650 730
1-1/4 x 0.044	32 x 1.12	2 2	4 4		2,140 2,400	970 1 090
1-1/4 x 0.050	32 x 1.27	2 2	4 4		2,450 2,730	1 110 1 240
1-1/4 x 0.057	32 x 1.45	2 2	4 4		2,870 3,210	1 300 1 460
1-1/4 x 0.065	32 x 1.65	2 2	4 4		3,100 3,470	1 410 1 570
2 x 0.044	51 x 1.12	2 2	4 4		3,160 3,530	1 430 1 600
2 x 0.050	51 x 1.27	2 2	4 4		3,570 4,000	1 620 1 810

Seals

1. this seal contains two notches



one seal

2. this seal contains two crimps

one seal

Defective Strapping

Strapping that is loose or contains the following defects will not be counted as part of a tie-down system

1. *visibly cracked, or significantly gouged; and*
2. *has obvious reduction of section through wear.*

Strap fittings, attachments or hardware that are loose or have the following defects will not be counted as part of a tie-down system

1. *broken, sprung, bent, twisted, visibly cracked, or significantly gouged;*
2. *has obvious reduction of section through wear; and*
3. *the strapping joint does not have the required number of seals, crimps or notches for the strap's width and thickness.*

Rope

Where rope is not tagged or marked showing its working load limit, the lowest value for the same size of material shown in the following chart shall apply.

TABLE 16.0 Rope Working Load Limit

Diameter		Working Load Weight	
(in)	*(mm)*	*(lbs)*	*(kg)*
1 3/4	45	1750	795
3/8	10	205	90
7/16	11	265	120
1/2	13	315	150
5/8	16	465	210
3/4	20	640	290
1	25	1050	480

Defective Rope

Rope that is loose or contains the following defects will not be counted as part of a tie-down system

1. *burned or melted fibres except on heat-sealed ends;*
2. *a 20% reduction in diameter;*
3. *repairs, other than proper splices; and*
4. *knots at other than fastening points.*

Note: Other types of defects may also apply.

Tie-Down Anchor Points

Load bearing anchor points and supports that are loose or have the following defects will not be counted as part of a tie-down system:

1. *broken, cracked, bent, distorted or loose components (pockets, rails, or supports)*
2. *rails, bent or distorted where hooks or fillings attach*
3. *floor rings that are nicked, gouged, twisted, bent, stretched, excessively worn or have broken welds.*

Note: Other types of defects may also apply.

Pocket *Frame* *Bull Ring*

All hooks, bolts, welds and other connectors used to attach a tie-down assembly to a vehicle and the tie-down anchor point itself shall have a working load limit equal to the aggregate working load limit of all the tie-down assemblies attached to it, when loaded in any direction, or shall itself be the limit.

Chain Anchor

Flat Hook

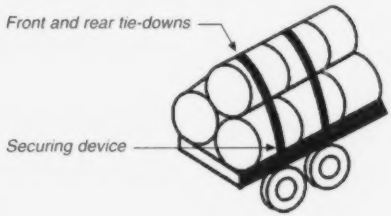
Web Winch

Delta Ring

Part IV:
Securement of Round Hay Bales

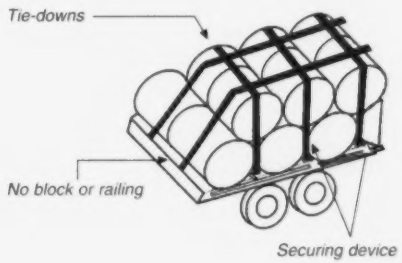
In the case of round bales loaded pipestone style:

1. *by loading one bale over two bales or two bales side by side loaded parallel to the length of the vehicle, with one tie-down assembly across each bale*
2. *where the round bales are securely made and the vehicle is equipped with an attached framework blocking that is 45.7 centimetres in width that runs the full length of the vehicle on both sides and each framework is raised at a 45 degree angle to prevent lateral movement, the load must be secured with a minimum of three tie-down assemblies, one across the top bales at the front of the load and two across the top bales at the rear of the load.*



In the case of round bales loaded perpendicular style:

1. *by loading one bale over two bales, two bales over two bales or only two bales crossways on the vehicle, one tie-down assembly across each top bale and one tie-down assembly running the length of the load over each top bale*
2. *where the round bales are securely made and the vehicle is equipped with blocking that is 45.7 centimetres high running across the full width of the vehicle deck at the front and rear of the vehicle to prevent forward and rearward movement of the load,the load must be secured with a tie-down assembly across each top bale.*

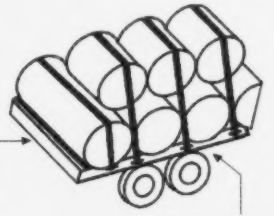


Other Provisions of Saskatchewan Security of Loads Regulations

The regulations require all operators of vehicles to provide warning to other drivers when transporting loads which overhang the rear of a vehicle by 1m (39") or any side by 30 cm (12"), at the extreme end or ends of the overhanging load.

During the daytime and when visibility is good, operators must display a red or orange flag of at least 30 cm (12") by 30 cm (12").

During night time or when visibility is poor, a red lamp which can be seen from 200 m (660 ft) for loads overhanging the rear of the vehicle; and a amber lamp which can be seen from 200 m (660 ft) for loads overhanging either side of the vehicle. Must be displayed.



The regulations also prohibit the carrying of a single load on more than one vehicle unless the vehicle combination includes a pony trailer with a compensating reach; or is supported at an articulation point by a fifth wheel coupler and kingpin, a pintle hook and lunette eye assembly, or a turntable; or by some other way which prevents the load from falling.

Regulations set provisions that commercial vehicles must meet in terms of equipment, load security devices, lashing procedures and over-hanging loads to ensure all loads are properly secured during transportation.

Copies of the Regulation are available from the Queen's Printer at www.qp.gov.sk.ca.

Dangerous Goods

Federal and provincial legislation exists to promote public safety when transporting dangerous goods.

Anyone who handles, offers for transport, or transports any dangerous goods has specific responsibilities, including training of employees.

For detailed information on classes of dangerous goods, placards, training, documentation and safe transportation of dangerous goods, contact 306-787-5307.

Transportation of Dangerous Goods by Road Vehicles

Saskatchewan adopts the Federal regulations for the Transportation of Dangerous Goods (TDG) in the spirit on national harmony.

The Federal TDG Regulations may be viewed on the Web site at www.tc.gc.ca/tdg.

Some commonly asked questions regarding the Transportation of Dangerous Goods are:

Q. Where does staff obtain training for the handling, offering and transportation of dangerous goods as it relates to their assigned duties?

A. An employer must train all staff, who are required to handle, offer for transport or transport dangerous goods as part of their assigned duties. Training on the basic concepts of TDG requirements is available for a fee by organizations like the Saskatchewan Trucking Association, Saskatchewan Safety Council and community colleges. The employer may send their staff to a course of this nature and later provide training on the specific TDG products being dealt with on the job.

Q. Who is responsible for issuing a Dangerous Goods Training Certificate to an employee?

A. The employer is responsible for providing their staff with TDG training related to their assigned duties and for issuing a training certificate required for the handling, offering for transport and transporting of Dangerous Goods. The training certificate is valid for 3 years but only while working with the same employer. The employer must retain a copy on file for 5 years.

Q. What type of safety marks do I need for transporting Dangerous Goods?

A. The safety marks (placards and labels) must correspond to the class of Dangerous Goods being transported at the time (See pages 49 to 51 for the 9 classes of dangerous goods safety marks).

Q. When transporting Dangerous goods in highway tank trailers, what TDG requirements must be met for the vehicle?

A. The tank trailer is a large means of containment and requires the appropriate safety marks to be displayed on the vehicle. The dangerous goods being transported must be in the appropriate standard means of containment for that product.

The tank trailer must be a certified means of containment and display a specification plate to that effect. As well highway tanks require periodic testing which must be displayed on the tank.

Q. Who is responsible for classifying a product as being dangerous goods?

A. The manufacturer or shipper of the product is responsible for determining products that are Dangerous Goods based on the criteria set out in the TDG regulations.

Q. When transporting waste dangerous goods what dangerous goods transportation requirements must be met?

A. You may need TDG shipping documents, safety marks and training certificate. Certain waste requires a movement document from Environment Canada.

Q. Are there exemptions in the TDG regulations for "Limited Commodities"?

A. When limited commodities are transported and meet the criteria for consumer commodities as set out in the TDG regulations they are partially exempt from regulation requirements.

Q. Where do I report a spill of dangerous good products?

*A. You must call the Saskatchewan Ministry of Environment Spill Control Centre at 1-800-667-7525 or cellular number *666 for your nearest Police.*

Q. Where can information for the Transportation of Dangerous Goods be obtained?

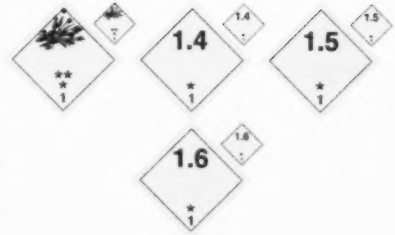
A. Information may be obtained by contacting Saskatchewan Ministry of Highways and Infrastructure at 306-787-5307 or Transport Canada at 306-975-5105.

Q. Where do you report an accident involving a transport unit carrying dangerous goods?

A. The local police.

Q. Where can information on TDG storage facilities be obtained?

A. Information may be obtained by contacting Saskatchewan Ministry of Environment, Environmental Protection Branch in Saskatoon at 933-7940 or Transport Canada at 306-975-5105.



Labels and Placards Effective August 15, 2002

CLASS 1 - Explosives

1.1 - A substance or article with a mass explosion hazard.

1.2 - A substance or article with a fragment projection hazard, but not a mass explosion hazard.

1.3 - A substance or article which has a fire hazard along with either a minor blast hazard or a minor projection hazard or both, but not a mass explosion hazard.

1.4 - A substance or article which presents no significant hazard; explosion effects are largely confined to the package and no projection or fragments of appreciable size or range are to be expected.

1.5 - A very insensitive substance which nevertheless has a mass explosion hazard like those substances in 1.1.

1.6 - An extremely insensitive substance which does not have a mass explosion hazard.
Commonly used in mining and construction operations (example: blasting agents).

CLASS 2 - Gases

2.1 - Flammable Gas.
Commonly used as fuel (example: propane).

2.2 - Non-Flammable, Non-Toxic Gas.
Commonly used in food refrigeration (example: nitrogen).

2.3 - Toxic Gas.
Commonly used in pulp bleaching (example: sulphur dioxide).

2.2 (5.1) - Oxygen and oxidizing gases.

CLASS 3 - Flammable Liquids

A liquid which has a closed-cup flash point not greater than 60.5° C.
Commonly used as fuel (example: gasoline, ethanol, fuel oil [diesel]).

Labels and Placards Effective August 15, 2002

CLASS 4 – Flammable Solids, Substances liable to spontaneous combustion; Substances that on contact with water emit flammable gases (water-reactive substances)

4.1 - A solid that under normal conditions of transport is readily combustible, or would cause or contribute to fire through friction or from heat retained from manufacturing or processing, or is a self-reactive substance that is liable to undergo a strongly exothermic reaction, or is a desensitized explosive that is liable to explode if they are not diluted sufficiently to suppress their explosive properties.
Commonly used in lacquers (example: nitrocellulose).

4.2 - A substance liable to spontaneous combustion, under normal conditions of transport, or when in contact with air, liable to spontaneous heating to the point where it ignites.
Commonly used in rocket fuel (example: diethylzinc).

4.3 - A substance that, on contact with water, emits dangerous quantities of flammable gases or becomes spontaneously combustible on contact with water or water vapour.
Commonly used in heat exchangers (valves) (example: sodium).

CLASS 5 – Oxidizing Substances and Organic Peroxides

5.1 - A substance which causes or contributes to the combustion of other material by yielding oxygen or other oxidizing substances whether or not the substance itself is combustible.
Commonly used in fertilizers (example: ammonium nitrate).

5.2 - An organic compound that contains the bivalent "-O-O-" structure which is a strong oxidizing agent and may be liable to explosive decomposition, be sensitive to heat, shock or friction, react dangerously with other dangerous goods or may cause damage to the eyes.
Commonly used in automobile body shops as body filler (example: dibenzoyl peroxide).

Labels and Placards Effective August 15, 2002

CLASS 6 - Toxic Substances and Infectious Substances

6.1 - A solid or liquid that is toxic through inhal[illegible]on, by skin contact or by ingestion.
Commonly used as a germicide or general disinfectant (example: phenol).

6.2 - Micro-organisms that are infectious or that are reasonably believed to be infectious to humans or animals.
Commonly used in disease research (example: rabies).

CLASS 7 - Radioactive Materials

Radioactive materials within the meaning of the *Nuclear Safety and Control Act* with activity greater than 70 kBq/kg.
Commonly used in nuclear fuel rods (example: radioactive material - LSA [yellow cake]).

There are three categories which indicate the surface radiation level for a package with Category I being the lowest level and Category III the highest.

CLASS 8 - Corrosives

A substance that causes destruction of skin or corrodes steel or non-clad aluminum.
Commonly used in batteries and industrial cleaners (example: sulphuric acid and sodium hydroxide).

CLASS 9 - Miscellaneous Products, Substances or Organisms

A substance that does not meet the criteria for inclusion in Classes 1 to 8. This includes genetically modified micro-organisms, marine pollutants, elevated temperature materials and environmentally hazardous substances.
Commonly used in brake shoes (example: asbestos), and in dry cell batteries (example: ammonium chloride).

Labels and Placards Effective August 15, 2002

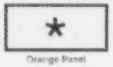
In Case of Emergency

CANUTEC

(Call Collect 24 hours)

(613) 996-6666

Fumigation Sign

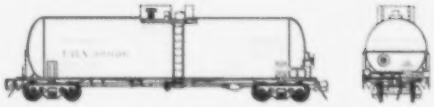


Orange Panel

Mixed Load Shipment

Marine Pollutant Mark

Elevated Temperature Sign



TDG Guidelines for Training Criteria

The following guidelines are meant to help understand the training requirements in Part 6 of the Transportation of Dangerous Goods Regulations, and not replace them.

These guidelines recognize that it is the employer who must determine if training is required in order for an employee to be a trained person. The guidelines indicate what parts of the regulations should be included in a person's specific training.

Employers must give a Training Certificate to employees who are adequately trained. An example of a Training Certificate can be found at the end of this advisory notice.

Self-employed individuals must also determine if they are adequately trained and issue themselves a training certificate.

Things to Remember

Employees who are not trained can handle, offer for transport, and transport dangerous goods as long as they are doing so under the direct supervision of a trained person.

Some employees may only need training in the aspects of the regulations that are directly related to their work. A tank truck driver who only transports Class 3 products, for example, may only need specific training in relation to the transportation of Class 3 dangerous goods. In this situation, it is the employers' responsibility to determine what constitutes adequate training for their employees.

There may be some job functions that do not fall into any of the specific categories for which training has been identified as being required, yet some training may still be necessary. For example, the employee may not handle the classification of a company's goods and products, offer for transport, or transport dangerous goods, but merely works with hard data that has been gathered on dangerous goods. Training on classification would be required in this case.

How to train employees is not mentioned in the regulations. Training may be done through a combination of formal "in-class" training, on-the-job training, and extensive work experience. It is up the employer to decide. A list of organizations offering Transportation of Dangerous Goods training is available on the TDG web site at wwwapps.tc.gc.ca/saf-sec-sur/3/train-form/search-eng.aspx.

Using the Guidelines

The guidelines are identified as A, B, C and D. The training guidelines for all persons involved in the handling, offering for transport, and/or transporting of dangerous goods are described in Guideline "A". This basic training is needed before moving on to the other specific groups as described in Guidelines "B", "C", and "D".

GUIDELINE "A":
Training for all persons involved in the handling, offering for transport and/or transporting of dangerous goods

Training Required:

1. *definition of the nine classes of dangerous goods and their associated hazards*
2. *shipping names, classes, UN numbers and packing groups for the dangerous goods that are normally encountered on the job*
3. *safety marks such as labels and placards that are used to identify the different classes of dangerous goods that are normally encountered on the job*
4. *knowledge of the information that must be on a shipping document*
5. *the requirements regarding mixed loads and the need for segregation of incompatible dangerous goods*
6. *how to choose the proper means of containment for dangerous goods*
7. *what to do if the shipping documents, placards, labels, other safety marks or means of containment seem inadequate or incorrect*
8. *what constitutes an accidental release and the reporting requirements if an accident happens*
9. *proper use of all equipment that is used in the handling, offering for transport and/or transportation of dangerous goods*
10. *dangerous goods requiring Emergency Response Assistance Plans (ERAP).*

GUIDELINE "B":
Additional training for all persons involved in the handling of dangerous goods

Handling Means:

Loading, unloading, packing or unpacking dangerous goods in a means of containment or transport for the purposes of, in the course of or following transportation, and includes storing them in the course of transportation.

Examples of a Person Handling Dangerous Goods:

- *Cargo Handler*
- *Lift Truck Operator*
- *Shipper*
- *Dock Worker*
- *Loader/Unloader*
- *Warehouse Operator*
- *Receiver/Shipper*
- *Towmotor Operator*
- *Freight Handler*

Training Required:

1. *types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them*
2. *a thorough knowledge of the control and emergency features for all handling equipment used in the day-to-day activities of the job*
3. *safe practices on the loading and storage of dangerous goods*
4. *when to remove placards, UN numbers and other safety marks*
5. *the proper selection and use of means of containment for the dangerous goods.*

GUIDELINE "C":
Additional training for all persons involved in the offering for transport of dangerous goods

Offering for Transport means:

For dangerous goods not in transport, to select or to allow the selection of a carrier to transport dangerous goods; to prepare or allow the preparation of dangerous goods so that a carrier can take possession of them for transport.

Examples of Those Who Offer For Transport:

- *Dispatcher*
- *Clerical personnel (i.e. preparation of documents)*
- *Shipper*
- *Freight Forwarder*
- *Biller*

Training Required:

1. *all of the requirements required for documentation except for the location and the rail consist*
2. *how to communicate the special instructions and precautions for the handling and/or transporting of specific dangerous goods while on the job*
3. *types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them*
4. *the proper selection and use of means of containment for the dangerous goods*
5. *the Emergency Response Assistance Plan requirements, if a plan is required.*

GUIDELINE "D":
Additional training for all persons involved in the transporting of dangerous goods

A Person Who is Transporting Dangerous Goods means:

The person who has possession of the dangerous goods while they are in transport.

Training Required:

1. *types of placards, labels, signs, numbers and other safety marks, what they mean, and when and where to display them*
2. *the location of the shipping documents and the importance of keeping them accurate*
3. *all parking or load and vehicle inspection regulations which may apply.*

This advisory notice provides a general outline of the training requirements. For specific information, the Act and Regulations must be consulted.

Example of a Training Certificate:

Front:

Certificate of Training
Transportation of Dangerous Goods

Name of Employer **Employer's Business Address**

Name of EMPLOYEE **City, Province, Postal Code**

This certificate certifies that the employee named above has completed the training described on the reverse, in accordance with the requirements of the Transportation of Dangerous Goods Act and Regulations.

Certificate Expires on: *Employer's Signature* *Employee's Signature*

Trained in the (Choose as applicable √) handling/offering for transport/transporting:
Specific training in (Check the appropriate items):

- ____ Classification
- ____ Shipping Names
- ____ The Use of Schedules 1, 2, & 3
- ____ Documentation
- ____ Dangerous Goods Safety Marks
- ____ Means of Containment
- ____ Emergency Response Assistance Plans
- ____ Accidental Release and Imminent Accidental Release Report Requirements
- ____ Safe Handling and Transportation Practices, and the Characteristics of the Dangerous Goods
- ____ The Proper Use of Equipment Used to Handle or Transport the Dangerous Goods
- ____ Emergency Measures to Take to Reduce or Eliminate Danger to the Public
- ____ Air Transportation of Dangerous Goods (ICAO)
- ____ Marine Transportation of Dangerous Goods (IMDG)

Weigh Scales and Enforcement

Traffic officers are based at 10 weigh scales and 5 patrol detachments in the province.

It is an offence not to report to the weigh scale when requested by a traffic officer or directed by a sign erected within 2 km of the scale. Scales are available for weighing of vehicles, even if the scale is not staffed. Transport Patrol Offices/ Regional Offices and Compliance and General enforcement contacts are located at the end of this guide.

For the appropriate area Highway Transport Patrol Office please consult the contacts at the end of this brochure.

Vehicle Weights

Vehicles are licensed according to gross vehicle weight (GVW) but weight limits are set for both axle weights and gross weights to protect highways and bridges.

Saskatchewan has established different weight systems for various classes of highways, which have been categorized as primary, secondary or municipal.

Some highways or roads may be classified as primary or secondary, but will be restricted due to specific bridge limitations and/or highway surface considerations.

The following chart gives the weight limitations for the basic vehicle configurations.

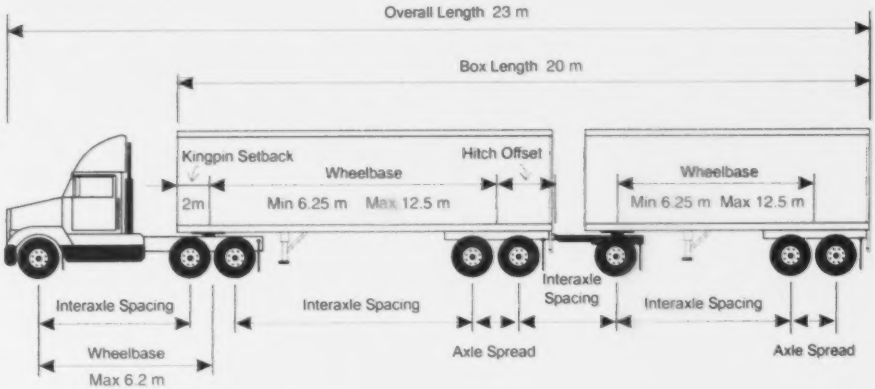
Gross Weight Chart and Truck Dimension Guide

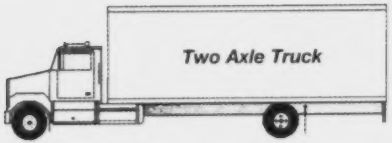
Legend

P = Primary

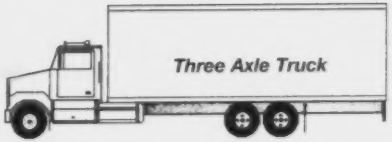
S/M = Secondary/Municipal

W = Winter (W applies for P/S/M unless otherwise noted)





P	7 250*	9 100	16 350 GVW
S/M	5 500	8 200	13 700 GVW
W-S/M	5 500	10 000	15 500 GVW
W-P	7 250*	10 000	17 250 GVW



P	7 250*	17 000	24 250 GVW
S/M	5 500	14 500	20 000 GVW
W-S/M	5 500	18 000	23 500 GVW
W-P	7 250*	18 000	25 250 GVW

Two and three axle straight trucks having appropriate axle ratings and tire sizes may operate on Primary Highways at 7 250 kg on the steer axle.

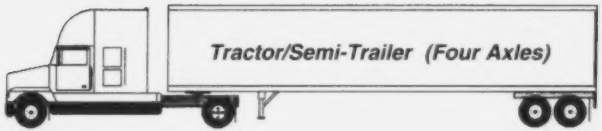
P	7 250*	17 000	17 000	41 250 GVW
S/M	5 500	14 500	14 500	34 500 GVW
W-S/M	5 500	18 000	18 000	41 500 GVW
W-P	7 250*	18 000	18 000	43 250 GVW

P	7 250*	17 000	21 000		45 250 GVW
S/M	5 500	14 500	20 000		40 000 GVW
W-S/M	5 500	18 000	21 000		44 500 GVW
W-P	7 250*	18 000	21 000		46 250 GVW

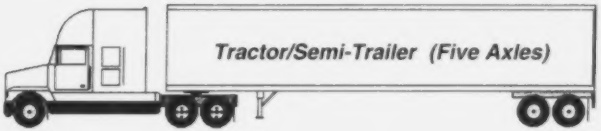
P	7 250*	17 000	9 100	9 100	42 450 GVW
S/M	5 500	14 500	8 200	8 200	36 400 GVW
W-S/M	5 500	18 000	10 000	10 000	43 500 GVW
W-P	7 250*	18 000	10 000	10 000	45 250 GVW

P	7 250*	17 000	9 100	17 000	50 350 GVW
S/M	5 500	14 500	8 200	14 500	42 700 GVW
W-S/M	5 500	18 000	10 000	18 000	51 500 GVW
W-P	7 250*	18 000	10 000	18 000	53 250 GVW

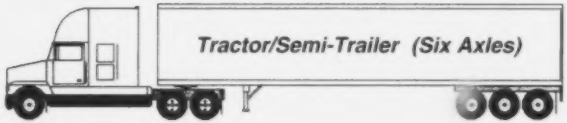
P	7 250*	17 000	17 000	17 000	53 500 GVW
S/M	5 500	14 500	14 500	14 500	49 000 GVW
W-S/M	5 500	18 000	18 000	18 000	53 500 GVW
W-P	7 250*	18 000	18 000	18 000	53 500 GVW



P	5 500	9 100	17 000	31 600 GVW
S/M	5 500	8 200	14 500	28 200 GVW
W	5 500	10 000	18 000	33 500 GVW



P	5 500	17 000	17 000	39 500 GVW
S/M	5 500	14 500	14 500	34 500 GVW
W	5 500	18 000	18 000	41 500 GVW



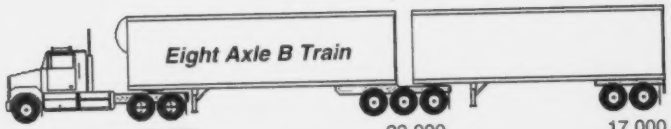
P	5 500	17 000	24 000**	46 500 GVW
S/M	5 500	14 500	20 000	40 000 GVW
W	5 500	18 000	24 000**	46 500 GVW

***Maximum tridem weights depend upon spread:*

3.6 m to 3.7 m	*24 000 kg*
3.0 m to 3.6 m	*23 000 kg*
2.4 m to 3.0 m	*21 000 kg*

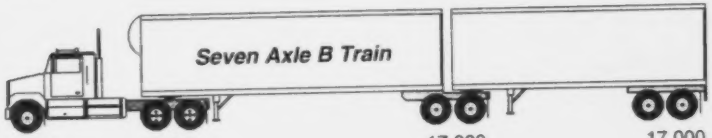
P	5 500	17 000	17 000	9 100	9 100	53 500 GVW
S/M	5 500	14 500	14 500	8 200	8 200	49 000 GVW
W	5 500	18 000	18 000	10 000	10 000	53 500 GVW

Eight Axle B Train



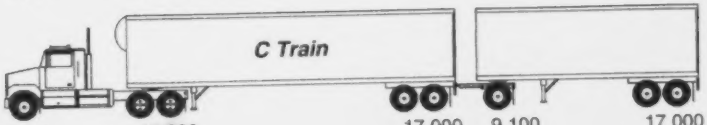
P	5 500	17 000	23 000	17 000	62 500 GVW
S/M	5 500	14 500	20 000	14 500	54 500 GVW
W/M	5 500	18 000	23 000	18 000	54 500 GVW
W-P/S	5 500	18 000	23 000	18 000	62 500 GVW

Seven Axle B Train



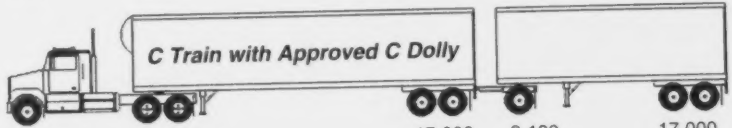
P	5 500	17 000	17 000	17 000	56 500 GVW
S/M	5 500	14 500	14 500	14 500	49 000 GVW
W-S/M	5 500	18 000	18 000	18 000	54 500 GVW
W-P	5 500	18 000	18 000	18 000	59 500 GVW

C Train



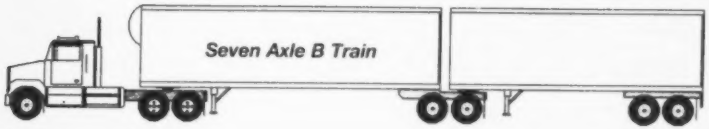
P	5 500	17 000	17 000	9 100	17 000	53 500 GVW
S/M	5 500	14 500	14 500	8 200	14 500	53 500 GVW
W	5 500	18 000	18 000	10 000	18 000	53 500 GVW

C Train with Approved C Dolly

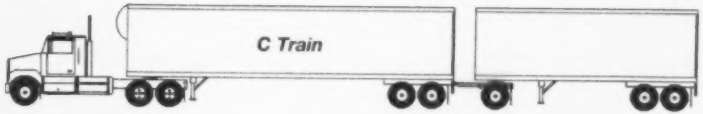


P	5 500	17 000	17 000	9 100	17 000	60 500 GVW
S/M	5 500	14 500	14 500	8 200	14 500	54 500 GVW
W-S/M	5 500	18 000	18 000	10 000	18 000	54 500 GVW
W-P	5 500	18 000	18 000	10 000	18 000	60 500 GVW

P	5 500	17 000	23 000	17 000	62 500 GVW
S/M	5 500	14 500	20 000	14 500	54 500 GVW
W/M	5 500	18 000	23 000	18 000	54 500 GVW
W-P/S	5 500	18 000	23 000	18 000	62 500 GVW



P	5 500	17 000	17 000	17 000	56 500 GVW
S/M	5 500	14 500	14 500	14 500	49 000 GVW
W-S/M	5 500	18 000	18 000	18 000	54 500 GVW
W-P	5 500	18 000	18 000	18 000	59 500 GVW



P	5 500	17 000	17 000	9 100	17 000	53 500 GVW
S/M	5 500	14 500	14 500	8 200	14 500	53 500 GVW
W	5 500	18 000	18 000	10 000	18 000	53 500 GVW

P	5 500	17 000	17 000	9 100	17 000	60 500 GVW
S/M	5 500	14 500	14 500	8 200	14 500	54 500 GVW
W-S/M	5 500	18 000	18 000	10 000	18 000	54 500 GVW
W-P	5 500	18 000	18 000	10 000	18 000	60 500 GVW

Overweight permits are restricted to non-divisible loads and are subject to certain conditions. Allowed maximum weights on public highways and bridges are subject to change. For complete information on allowed weights, specific highways, combined axle group weights, and non-divisible load permits contact:

Saskatchewan Government Insurance (SGI) Permit Office: 775-6969 or 1-800-667-7575

Between November 16 and March 14, winter weights allow increased gross and axle weights. Road bans occur in spring. Both the winter weights and spring road bans may be restricted to certain highways and subject to specific vehicle configurations.

Information on allowed winter weights or road bans is available by contacting the Ministry of Highways and Infrastructure:

Regina: 787-7623

Saskatoon: 933-8333 or 933-5228

Outside Saskatoon or Regina: 1-888-335-7623

www.highways.gov.sk.ca

Pamphlets and posters with the primary and secondary highways, weights, dimensions and vehicle configurations are available from Saskatchewan Ministry of Highways and Infrastructure, Vehicle Weights and Dimensions: 306-787-5307.

Vehicle Dimensions

Over dimensional permits are generally available for non-divisible loads and are subject to certain conditions. A vehicle cannot be operated or moved without a permit if it exceeds the following dimensions:

Length

- *12.5 m (41 ft.) for a straight vehicle (other than a combination of vehicles or A, B or C trains)*
- *23 m (75 ft. 5") for a combination of vehicles*
- *25 m (82 ft.) for A, B or C train*

Width

- *2.6 m (8 ft. 6")*

Height

- *4.15 m (13 ft. 6")*

In addition to the overall dimensions vehicles must comply with the following:

Maximum semi-trailer length – 16.2 m (53 ft.)

Maximum wheelbase on a semi-trailer – 12.5 m (41 ft.)

Maximum wheelbase on a tractor (manufactured after June 1988) – 6.2 m (20 ft. or 244")

Maximum box length on an A, B or C-train – 20 m (65 ft. 7")

Maximum tridem axle spread on a B-train – 3.05 m (10 ft.)

Maximum hitch offset – 1.8 m (5 ft. 9")

Maximum kingpin setback – 2.0 m (6 ft. 6")

Minimum trailer wheelbase – 6.25 m (20 ft. 6")

For complete information on allowed dimensions for specific vehicles, vehicle configurations, buildings, objects and contrivances, or specific exemptions for farm equipment, contact the Saskatchewan Government Insurance (SGI) Permit Office.

Information on bridge heights/widths and structural clearances can be obtained by Internet at: www.highways.gov.sk.ca/bridge-clearance/

Permit Condition Guidelines for Provincial Highways

This is a basic guide for permits that are required for the movement of loads exceeding the legal limits. The information provided is subject to *The Highways and Transportation Act, 1997* and "The Vehicle Weight and Dimension Regulation, 1999". Where conflicts may arise, this information will be superseded by the appropriate legislation.

The prime concerns when issuing permits are the safety, convenience of the public and protection of the province's highways and structures. Special precautions are required when vehicles are allowed to travel while exceeding legal weights and dimensions. Permits are issued for non-divisible loads based upon bridge and highway capacities. Permits for overweight are issued at 10 kg per mm width of tire on the steering axle and at 9 kg per mm on all other axles. Operators requiring permits for extremely heavy loads should apply for these permits well in advance to avoid delay, as time is required to review structural capacities along the desire/requested routes.

Travel Restrictions

Unless otherwise specified on the Permit:

1. *No Travel permitted for loads or vehicles exceeding 3.35 m (11 ft.) wide or 25.0 m (82 ft.) long;*
   - *i. after 3:00 p.m. until midnight on Fridays during the summer period commencing the Friday prior to Canada Day and ending on Labour Day, after 3:00 pm on any day prior to a Public Holiday or any Friday after 3:00 pm when the following Monday is a Public Holiday or on December 23rd when Christmas falls on a Sunday subject to any of the following restrictions:*
   - *ii. on Sundays or Public Holidays*
   - *iii. on December 23, 24, 26, 27, 31 and January 2 when Christmas or New Year's Day fall on a Sunday.*
   - *iv. no travel when exceeding 3.05 m (10') wide when visibility is reduced to less than 1 000 m or when highways are slippery*
2. *direct crossing of a Provincial Highway is allowed on Sundays and Public Holidays if a flagperson is in attendance during the crossing*
3. *travel for overdimension loads is subject to structural clearance on provincial highways*
4. *overdimensional loads restricted from travel on Fridays at 3:00 p.m. may resume travel at 12:00 midnight providing the load does not exceed the maximum dimension for Night Travel, as identified in Requirements for Night Travel section on page 67.*

TABLE 17.0 Standard Over-Dimension Permit Requirements

For Width	Two Lane Highways	Multi Lane Highways
Exceeding 2.60 m (8'6")	Red flags/lights on the extremities of the load that overhang the side or rear of the vehicle.	Red flags on the extremities of the load that overhang the sides or rear of the vehicle.
Exceeding 3.05 m (10')	Dimensional signs required front and rear in addition to the above.	Signs required at the rear only in addition to the above.
Exceeding 3.3 m (10'10")	A least one amber flashing or rotating beacon mounted on the truck in addition to the above.	*A minimum of one amber flashing or rotating beacon visible for 200 m in addition to the above.
Width 2.60 m (8'6") to 5.0 m (16'4")	Escort vehicle required. If the load protrudes over centreline, load may be offset to avoid protrusion over centreline.	Trail vehicle is required if the load protrudes into inside driving lane in addition to the above.
Width 5.0 m (16'4") or greater	Two escort vehicles required in addition to the above.	Trail vehicle required rear only, sign required rear only.

For Width	Two Lane Highways	Multi Lane Highways
Exceeding 25 m (82')	Sign required at rear.	Sign at rear required.
Exceeding 27.5 m (90')	A minimum of one amber flashing or rotating beacon, sign required at rear only.	Amber beacon and rear sign.
Exceeding 31 m (98')	A minimum of one flashing/rotating beacon, signs required at front and rear, trail vehicle is required.	Amber beacons and signs front and rear.
Exceeding 36 m (118')	All of the above.	All of the above.

Self propelled vehicles (scrapers, dozers, loaders) do not require signs unless the width is 3.5 m (11'6") or greater.

*If an amber flashing light is not visible to the rear, then a second amber flashing lift shall be mounted on the rear of the load or vehicle and be visible for 200 m.

TABLE 18.0 Maximum Dimensions for Night Travel

Maximum Dimension	Requirements for Night Travel
Height 4.9 m	Length 31.0 m (100.75 ft) for specialized equipment.
For Width exceeding 2.60 m (8'6")	Marker lights on extremities of load that overhang the sides or rear of vehicle, visible for 200 m.
For Width exceeding 3.05 m (10'0")	Front requires "D" or "WIDE LOAD" sign. Rear requires lighted "D" or "WIDE LOAD" sign or amber flashing/rotating beacon if sign not lit.
For Width exceeding 3.3 m (10'10")	A minimum of one amber flashing or rotating beacon visible for 200 m, in addition to the above.
Width 3.7 m (12')	Length 25.0 m (82') for semi trailer unit that has an overhang to a maximum of 3.0 m (9'10").
For Width exceeding 3.7 m (12')	No night travel.
For Length exceeding 25.0 m (82') with overhang	No night travel.
For Length exceeding 3.0 m (9'10") overhang	No night travel.
Height up to 4.9 m (16'1")	Subject to clearance of all structures.
Height exceeding 4.9 m (16'1")	No night travel.
Lighting Requirements for Night Travel	• Amber lights – visible for 200 m marking load extremities. • Front Corner Amber Lights 30 cm (12") above headlights of power unit, Sides Amber lights spaced not more than 8.0 m (26'3") apart, Rear Corner Red lights visible from side and rear. • Overhang Red clearance lights Trailer Extendible clearance lights. • All lights must be visible for 200 m.

Provincial Sales Tax

Carriers registering inter-jurisdictional vehicles must pay sales tax at the time of registration based on the distance travelled. Sales tax is charged for all affected jurisdictions at the pro-rate vehicle registration office (Branch and IRP Issuing Services). The Saskatchewan sales tax collected in this manner is called the Prorated Vehicle Tax (PVT).

The PVT allows for the payment of tax, by all registrants of an inter-jurisdictional vehicle, based on their proportionate travel in Saskatchewan. Under the PVT, individuals who hold a valid apportioned cab card, issued by any jurisdiction in North America and displaying Saskatchewan (SK) as a registered jurisdiction, may purchase or lease their inter-jurisdictional vehicles, trailers and most repair parts and labour, exempt of tax.

The PVT is calculated according to the following formula:

Tax Payable = TV x R x SDR x T

TV = *the taxable value of the vehicle*

R = *the tax rate for the applicable calendar year*

SDR = *the ratio of Saskatchewan distance to total qualifying distance based on the preceding July 1 to June 30 distance year.*

T = *the number of whole months or partial calendar months left in the vehicle period at the time that the vehicle is licensed, divided by 12.*

TV (Taxable Value)

If purchased, the value is the purchase price before any trade-in allowance.

If leased, the value is the greater of:

- *the purchase price as described in the lease agreement.*
- *the fair market value at the start of the lease.*

R (Rate of tax)

The tax rate is based on the number of calendar years since the current owner of the vehicle acquired the vehicle. The truck rates vary from 2.353 to 1.095 per cent. Lower rates have been established for buses.

The vehicle registration office will collect the PVT on the first registration and all subsequent renewals.

Early cancellation of a Saskatchewan registration will result in a PVT credit that may be applied against other PVT payable.

Motor vehicles and trailers that operate solely in Saskatchewan are not subject to the PVT. Therefore, these vehicles and their associated repair parts and repair services are subject to the Provincial Sales Tax on the purchase or lease price.

For additional information regarding the PVT please contact 1-800-667-6102 ext. 0837.

Fuel Tax

Fuel Tax reporting is required from all carriers who bring taxable fuel into Saskatchewan in the fuel tank of a commercial motor vehicle that has a gross vehicle weight of 11 797 kg or more. The current tax rates are 15c per litre for gasoline and diesel fuel and 9c per litre for propane.

Inter-jurisdictional carriers may satisfy their fuel tax obligations by either acquiring a single trip permit and pay a Fuel Tax fee or becoming an IFTA registrant and filing regular Fuel Tax returns.

In Saskatchewan, the Fuel Tax fee is included in the cost of a single trip permit. The amount of the Fuel Tax fee is the greater of $10 or 6c per kilometre, travelled in Saskatchewan. Fuel Tax paid under a single trip permit is non-refundable and cannot be offset against fuel purchased in Saskatchewan during the course of the trip.

International Fuel Tax Agreement (IFTA)

The International Fuel Tax Agreement (IFTA) is an agreement among jurisdictions in Canada and the United States that simplifies the reporting of Fuel Taxes by commercial inter-jurisdictional carriers. Under IFTA, the carrier files one consolidated Fuel Tax report with their base jurisdiction and tax is re-distributed based on the consumption in other jurisdictions.

1. Eligibility

A carrier may register under IFTA in Saskatchewan providing:

- *the carrier has vehicles with a registered gross vehicle weight of 11 797 kg or more which are based in Saskatchewan for registration purposes*
- *the carrier keeps the operational control and records for the vehicles in Saskatchewan or will make the records available for audit in Saskatchewan (If our auditors must travel outside of Saskatchewan to conduct an audit, the carrier is required to pay a portion of the costs associated with conducting the audit)*
- *the carrier operates in Saskatchewan and in one or more other jurisdictions.*

2. Benefits

A single fuel tax license (and decals) that allows your vehicles to travel in all member jurisdictions

- *a single fuel tax report that details your operations in each of the member jurisdictions*
- *ability to credit the fuel tax overpayment of one jurisdiction against the liability of another jurisdiction*
- *ability to remit one cheque or receive one refund from your base jurisdiction*
- *fewer audits, usually conducted by the auditors from your base jurisdiction.*

3. Requirements

Completion of licence application form, payment of annual registration fee, and purchase of truck decals

- *filing quarterly returns by the due date. (late returns are subject to penalty and interest)*
- *payment of your fuel tax liability in full on a quarterly basis*
- *trip and distance reports which show a pattern of continuous movement must be maintained for audit purposes for each vehicle*

- *all trip reports must include:*
  - *date of trip (starting and ending dates)*
  - *trip origin and destination*
  - *routes of travel (list the highway used when leaving and entering a jurisdiction)*
  - *total trip distance (beginning and ending odometer readings)*
  - *distance by jurisdiction (odometer readings at each jurisdiction line)*
  - *power unit number or Vehicle Identification Number (VIN)*
  - *fleet number*
  - *registrant's name*
- *original fuel purchase invoices or receipts must show the following details:*
  - *date of fuel purchase*
  - *seller's name and address*
  - *number of litres purchased*
  - *fuel tax paid on number of litres*
  - *fuel type*
  - *price per litre or total amount of fuel sale*
  - *unit number*
- *if bulk fuel is used in your inter-jurisdictional units, detailed records must be maintained for all fuel disbursements to intra-jurisdictional units, inter-jurisdictional units, and construction equipment. Copies of delivery tickets or receipts and inventory reconciliations for fuel issued from bulk storage must be retained for audit purposes.*

Carriers who submit incorrect or false reports and/or fail to maintain adequate records for four years from the date of filing, will be assessed tax, penalty and interest. This may also result in suspension of prorate licensing privileges and revocation of IFTA credentials.

Contacts

Highway Transport Patrol - Weight Scales		
Estevan Weigh Scale	No. 39 Highway W	637-4522
Clavet Weigh Scale	No. 16 Highway E	964-1757
Kindersley Weigh Scale	No. 7 Highway W	463-5455
Langham Weigh Scale	No. 16 Highway S	933-6777
Lloydminster Weigh Scale	No. 16 Highway E	387-5670
Melfort Weigh Scale	No. 6 Highway S	752-6275
Moosomin Weigh Scale	No. 1 Highway E	435-4520
Regina Weigh Scale North	No. 11 Highway N	787-7480
Regina Weigh Scale South	No. 1 Highway W	787-7481
Swift Current Weigh Scale	No. 1 Highway W	778-8314
Yorkton Weigh Scale	No. 10 Highway S	786-1366

Highway Transport Patrol - Patrol Offices	
Hudson Bay Patrol	865-4515
Meadow Lake Patrol	236-7595
Moose Jaw Patrol	694-3742
Prince Albert Patrol	953-3680
Wynyard Patrol	554-5459

Transport Patrol Regional Offices	
Northwest Regional Office	933-5370
Northeast Regional Office	786-5777
Southeast Regional Office	787-4120
Southwest Regional Office	778-8326

Transport Investigations, Complaints and General Inquiries

Saskatoon (Monday to Friday 8:30 to 4:30) In Saskatchewan toll free 1-866-933-5290 Outside Saskatchewan 306-933-5290

Province	IRP Office	Fuel Tax	Authority/NSC	Permits	Sales Tax	Government Web Sites
Alberta	403-297-2920	780-427-3044	403-340-5444	800-662-7138	Not Required	www.transportation.alberta.ca/3.htm
British Columbia	604-443-4450	250-387-0635	FR# 250-952-0576	800-559-9688	604-660-4524	www.icbc.com
Saskatchewan	306-751-1251	306-787-7749	306-775-6672	306-775-6969	306-787-0837	www.gov.sk.ca
Manitoba	204-985-7775	204-945-3194	204-945-8912	204-945-3961	204-945-5603	www.mpi.mb.ca
Ontario	416-235-4774	905-440-4186	416-246-7166 Ext: 6300	416-246-7166	866-668-8297	www.mto.gov.on.ca/english/trucks
Quebec	800-837-6030	418-652-4382	888-461-2433	800-567-7775	418-659-4692	www.ctq.gouv.qc.ca/en/home.html
Newfoundland and Labrador	709-729-2527	709-729-1786	709-729-0359	709-729-0359	709-729-3166	www.gov.nl.ca
Nova Scotia	902-424-3912	902-424-2850	902-424-5517	902-424-5851	902-424-5554	www.gov.ns.ca
New Brunswick	506-453-2215	506-453-3029	Not Required	888-762-8600	506-444-4605	www.gnb.ca
Prince Edward Island	902-368-5202	902-368-6577	Not Required	902-368-4291	902-368-5493	www.gov.pe.ca

Territory	Registry Office	Fuel Tax	Authority/NSC	Permits	Sales Tax	Government Web Sites
*Yukon	867-667-5315	867-667-5345	867-667-5066	867-667-5644	Not Required	www.gov.yk.ca
*Northwest Territories	Hay River 867-984-3341 Inuvik 867-777-7283	Hay River 867-984-3341 Inuvik 867-777-7283	Not Required	Hay River 867-984-3341 Inuvik 867-777-7283	Not Required	www.gov.nt.ca
*Nunavut	888-252-9869			867-975-5300		www.gov.nu.ca

Not IRP Members

State	IRP Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
Alabama	334-242-9008	334-242-2999	UCR# 334-242-5176	1-800-499-2782	www.dot.state.al.us
*Alaska	Not Participating	Not Participating	UCR# 907-365-1210	907-365-1210	www.dot.alaska.gov/mscve/main.cfm
Arizona	602-712-6775	602-712-7665	Not Required	602-255-0072	www.dot.state.az.us
Arkansas	501-682-4653	501-682-4814	UCR# 501-682-4653	501-569-2381	www.trucking.arkansas.gov
California	916-657-7971	916-324-2663	UCR# 916-657-8153	Nth: 916-322-1297 Sth: 909-383-4637	www.dot.ca.gov
Colorado	303-205-5602	303-205-8205	UCR# 303-894-2000 Select 4	1-800-350-3765	www.dot.state.co.us
Connecticut	860-263-5281	860-541-3222	UCR# 860-263-5281	860-594-2878	www.ct.gov
Delaware	302-744-2701	302-744-2702	UCR# 302-744-2701	302-744-2715	www.deldot.gov/mfta/index.shtml
District of Columbia	202-576-8275	Not Required	202-538-7108	202-442-4670	www.dmv.dc.gov/main.shtm
Florida	850-488-6921	850-617-3002	Not Required	850-410-5777	www.dot.state.fl.us
Georgia	404-675-6135	404-675-1839	UCR# 404-362-6484	404-635-8176	www.dot.state.ga.us
Idaho	208-334-8611	208-334-8611	UCR# 208-334-8611	208-334-8420	www.itd.idaho.gov
Illinois	217-782-4815	217-785-1397	UCR# 217-782-4654	217-785-1477	www.cyberdriveillinois.com
Indiana	317-615-7340	317-615-7345	UCR# 317-615-7350	317-615-7320	www.in.gov/indot
Iowa	515-237-3268	515-237-3224	UCR# 515-237-3224	515-237-3264	www.dot.state.ia.us
Kansas	785-271-3145	785-296-4466	UCR# 785-271-3145	785-271-3145	www.ksdot.org
Kentucky	502-564-4120	502-564-4540	UCR# 502-564-4540	502-564-7150	www.dmc.kytc.ky.gov
Louisiana	225-925-6270	225-219-7656	UCR# 225-925-6274	225-343-2345	www.dotd.state.la.us
Maine	207-624-9000 (Ext: 52135) Enter 1	207-624-9000 (Ext: 52137)	UCR# 207-624-9000 (Ext: 52130)	207-624-9000 (Ext: 52134)	www.state.me.us/mdot
Maryland	410-787-2971	410-260-7595	Not Required	410-582-5650	www.mdot.state.md.us
Massachusetts	617-351-9320	617-887-5054	UCR# 617-305-3559	508-473-4755	www.massdot.state.ma.us
Michigan	517-322-1097	517-636-4580	UCR# 517-241-6030	517-373-2121	www.michigan.gov/mdot

State	IRP Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
Minnesota	651-205-4141	651-205-4141	UCR# 651-366-3717	651-296-6000	www.dot.state.mn.us
Mississippi	601-923-7142	601-923-7153	UCR# 888-737-0061	601-359-1717	www.gomdot.com/home/home.aspx#
Missouri	866-831-6277	573-751-7106	866-831-6277	866-831-6277	www.modot.mo.gov
Montana	406-444-2998	406-444-6130	UCR# 406-444-2998	406-444-7262	www.mdt.mt.gov/business/mcs
Nebraska	888-622-1222	888-622-1222	UCR# 888-622-1222	402-471-0034	www.nsp.state.ne.us
Nevada	775-684-4711	775-684-4711 Ext: 2	775-684-4711	775-684-4711	www.nevadadot.com
New Hampshire	603-271-2196	603-271-1047	UCR# 603-271-2447	603-271-2691	www.nh.gov/dot/index.htm
New Jersey	609-633-9399	609-633-9407	Not required	609-633-9402	www.state.nj.us/transportation
New Mexico	505-827-0392	505-476-1551	UCR# 505-827-0376	505-827-0376	www.nmshtd.state.nm.us
New York	518-473-5834	800-972-1233	UCR# 518-457-1017	888-783-1685	www.nyc.gov/html/dot/html/motorist/trucks.shtml
North Carolina	919-861-3720	919-733-3152	UCR# 919-861-3720	919-733-7154	www.ncdot.gov/doh
North Dakota	701-328-2725	701-328-2928	UCR# 701-328-2725 Select 2	701-328-2621	www.dot.nd.gov
Ohio	614-777-8400	614-644-5847	UCR# 614-466-3392	614-351-2300	www.dot.state.oh.us
Oklahoma	405-521-3036	405-522-8772	UCR# 405-521-2251	877-425-2390	www.okladot.state.ok.us
Oregon	503-378-6699	503-373-1634	UCR# 503-378-6699	503-373-0000	www.egov.oregon.gov/ODOT/
Pennsylvania	717-346-0608	717-705-5460	UCR# 717-772-2254	717-787-4680	www.dot.state.pa.us
Rhode Island	401-728-6692	401-574-8878	UCR# 401-780-2158	401-462-5745	www.dot.state.ri.us
South Carolina	803-896-3870	803-896-3870	UCR# 803-896-3870	877-349-7190	www.scdmvonline.com/DMVNew/default.aspx?n=home
South Dakota	605-773-4111	605-773-5335	UCR# 605-773-4595	605-773-4578	www.sddot.com
Tennessee	615-399-4265	615-399-4267	UCR# 615-399-4266	615-741-3821	www.tdot.state.tn.us
Texas	800-299-1700 Select 4	800-299-1700 Select 5	UCR# 800-299-1700 Select 2, 1, 2	800-299-1700 Select 1	www.dmv.tx.gov

State	IRP Office	Fuel Tax	Authority/UCR**	Permits	Government Web Sites
Utah	801-297-6800	801-297-6890	UCR# 801-965-3871	801-965-4508	www.sr.ex.state.ut.us/main
Vermont	802-828-2071	802-828-2070	Not Required	802-828-2064	www.dmv.vermont.gov/commercial_trucking
Virginia	866-878-2582	866-878-2582	UCR# 804-367-0269	866-878-2582	www.virginiadot.org/info/trucking-main.asp
Washington	360-664-1858	360-664-1868	UCR# 360-664-1222	360-704-6340	www.wsdot.wa.gov/commercialvehicle
West Virginia	304-558-3629	304-558-4448	UCR# 304-340-0427	304-558-0384	www.transportation.wv.gov/Pages/default.aspx
Wisconsin	608-266-9900	608-267-4382	UCR# 608-266-9900	608-266-7320	www.dot.state.wi.us/business/carriers/index.htm
Wyoming	307-777-4829	307-777-4827	307-777-4850	307-777-4376	www.dot.state.wy.us/wydot/

Federal Highway Administration (FHWA) 202-366-4000

Contact Surface Transportation Board (STB): 202-245-0245 or Federal Motor Carrier Safety Administration (FMCSA): 1-800-832-5660 for STB Requirements
Note: STB replaced what used to be Interstate Commerce Commission (ICC)

**UCR – Unified Carrier Registration

HIGHWAY TRAFFIC BOARD

1550 Saskatchewan Drive
Regina SK S4P 0E4
Phone: 775-6674
Fax: 775-6618
www.highwaytrafficboard.sk.ca

LEGISLATION

Federal Legislation

Canadian Government Publishing (PWGSC)

Publishing and Depository Services
Public Works and Government Services Canada
Ottawa ON K1A 0S5
Canada

Hours of operation:
Monday to Friday – 8 a.m. to 5 p.m. ET
Phone/Toll free: 1-800-635-7943
(Canada & US)
Phone/Local: 613-941-5995
Fax/Toll free: 1-800-565-7757 (Canada & US)
Fax/Local: 613-954-5779
TTY: 1-800-465-7735
E-mail: publications@tpsgc-pwgsc.gc.ca

Provincial Legislation

Queen's Printer for Saskatchewan

Toll Free: 1-800-226-7302
Phone: 787-6894
Fax: 798-0835
www.qp.gov.sk.ca

SASKATCHEWAN MINISTRY OF ENVIRONMENT

Environmental Protection Branch

224 – 3211 Albert Street
Regina SK S4S 5W6
Phone: 787-6199 / Inquiries: 787-2584
or Toll Free: 1-800-567-4224
Fax: 787-0197
www.environment.gov.sk.ca
Saskatchewan Spill Control Centre
Toll Free: 1-800-667-7525

SASKATCHEWAN MINISTRY OF FINANCE

Revenue Division

5th Floor, 2350 Albert Street
Regina, SK S4P 4A6
Toll Free: 1-800-667-6102
Fuel Tax: 1-800-667-6102 (ext 7749)
PST: 1-800-667-6102
Fax: 787-9644
www.gov.sk.ca/finance/revenue
www.iftach.org

SASKATCHEWAN GOVERNMENT INSURANCE (SGI)

www.sgi.sk.ca

Branch & IRP Issuing Services

2260 – 11th Avenue
Regina, SK S4P 2N7

Phone: 751-1251
Fax: 359-0867

Carrier Safety Programs

- **General Inquiry**
  Phone: 775-6630
  Fax: 352-3154
- **Facility Audit**
  Phone: 775-6351
  Fax: 352-3154
- **Carrier Profiles**
  Phone: 751-1344
  Fax: 352-3154
- **Compliance Review Program**
  Phone: 775-6667
  Fax: 352-3154

Permit Office

Phone: 775-6969
Toll Free: 1-800-667-7575
Fax: 775-6909

Vehicle Registration Policy
2260-11th Avenue
Regina, SK S4P 0J9
Phone: 775-6332
Fax: 775-6909

Vehicle Standards & Inspection Inquiries

Phone: 775-6188
Fax: 775-6222

SASKATCHEWAN MINISTRY OF HIGHWAYS AND INFRASTRUCTURE

Transport Compliance Head Office

12th Floor, 1855 Victoria Avenue
Regina, SK S4P 3V5
Phone: 306-787-3201
Fax: 306-787-6697
www.highways.gov.sk.ca/tcb

Transport Investigations & Inquiry Line

1st Floor, 2174 Airport Drive
Saskatoon, SK S7L 6M6
In Saskatchewan toll free: 1-866-933-5290
Outside Saskatchewan: 306-933-5290
Fax: 306-933-5276
e-mail: tcbinquiryline@gov.sk.ca

Transportation of Dangerous Goods

9th Floor, 1855 Victoria Avenue
Regina, SK S4P 3V5
Phone: 787-5307
Fax: 798-0172

Vehicle Weights & Dimensions
9th Floor, 1855 Victoria Avenue
Regina, SK S4P 3V5
Phone: 787-5307
Fax: 798-0172
www.highways.gov.sk.ca

Structural Clearance

www.highways.gov.sk.ca/bridge-clearance

TRANSPORT CANADA

Canadian Transport Emergency Centre (CANUTEC)

Emergency (24 hours): 613-996-6666
(call collect)
Cell (Canada Only): *666
Non-Emergency (24 hours): 613-992-4624
(call collect)
Fax: 613-954-5101
www.tc.gc.ca/canutec/en/menu.htm

Transportation of Dangerous Goods Prairie & Northern Region

Transport Canada
344 Edmonton Street
Winnipeg, MB R3C 0P6
Phone: 204-983-3152 or 1-888-463-0521
Fax: 204-983-7339
www.tc.gc.ca/PrairieAndNorthern/menu.htm

TRUCKING ASSOCIATIONS

ALBERTA MOTOR TRANSPORT ASSOCIATION (AMTA)

#1 – 285005 Wrangler Way
Rocky View, AB T1X 0K3
Phone: 1-800-267-1003 or 403-243-4161
Fax: 403-243-4610
www.amta.ca

ATLANTIC PROVINCES TRUCKING ASSOCIATION (APTA)

725 Champlain Street, Suite 400
Dieppe, NB E1A 1P6
Phone: 1-866-866-1679 or 506-855-2782
Fax: 506-853-7424
www.apta.ca

AMERICAN TRUCKING ASSOCIATION (ATA)

950 North Glebe Road, Suite 210
Arlington, VA 22203-4181
Phone: 703-838-1700
www.truckline.com

BRITISH COLUMBIA TRUCKING ASSOCIATION (BCTA)

#100 – 20111 93A Avenue
Langley, BC V1M 4A9
Phone: 604-888-5319
Fax: 604-888-2941
www.bctrucking.com

CANADIAN TRUCKING HUMAN RESOURCES COUNCIL (CTHRC)

203 – 720, ch. Belfast Road
Ottawa, ON K1G 0Z5
Phone: 613-244-4800
Fax: 613-244-4535
www.cthrc.com/en/index.php

MANITOBA TRUCKING ASSOCIATION (MTA)

25 Bunting Street
Winnipeg, MB R2X 2P5
Phone: 204-632-6600
Fax: 204-694-7134
www.trucking.mb.ca

ONTARIO TRUCKING ASSOCIATION

555 Dixon Road
Toronto, ON M9W 1H8
Phone: 416-249-7401
Fax: 1-866-713-4188
www.ontruck.org

SASKATCHEWAN TRUCKING ASSOCIATION (STA)

1335 Wallace Street
Regina, SK S4N 3Z5
Phone: 569-9696
Fax: 569-1008
www.sasktrucking.com

THE CANADIAN TRUCKING ALLIANCE (CTA)

324 Somerset Street West
Ottawa, ON K2P 0J9
Phone: 613-236-9426
Fax: 1-866-823-4076
www.cantruck.com

TRUCKING ASSOCIATION OF QUEBEC, INC.

Suite 200, 6450 rue Notre-Dame West
Montreal, PQ H4C 1V4
Phone: 514-932-0377
Fax: 514-932-1358
www.carrefour-acq.org

INDUSTRY RELATED CONTACTS

CANADIAN AUTOMOBILE ASSOCIATION (CAA) – Saskatchewan

Toll Free: 1-800-564-6222
www.caask.ca

CANADIAN COUNCIL OF MOTOR TRANSPORT ADMINISTRATORS (CCMTA)

2323 St. Laurent Boulevard
Ottawa, ON K1G 4J8
Phone: 613-736-1003
Fax: 613-736-1395
www.ccmta.ca

COMMERCIAL VEHICLE SAFETY ALLIANCE (CVSA)

1101 17th Street NW, Suite 803
Washington, DC 20036
Phone: 202-775-1623
Fax: 202-775-1624
www.cvsa.org

SASKATCHEWAN HIGHWAY HOTLINE – ROAD CONDITIONS

Saskatoon and area: 1-306-933-8333
Regina and area: 1-306-787-7623
SaskTel cell network: *ROAD
Toll-free across Canada: 1-888-335-7623
Handheld devices:
http://roadinfo.telenium.ca/mobile.html
(You must pull over and stop before using your handheld in Saskatchewan.)
www.highways.gov.sk.ca/road-conditions

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

(8:00AM to 10:00PM ET Monday-Friday)
Phone: 1-888-327-4236
Fax: 202-366-1767
www.nhtsa.gov/

ROAD BUILDERS AND HEAVY CONSTRUCTION ASSOCIATION OF SASKATCHEWAN

1939 Elphinstone Street
Regina, SK S4T 3N3
Phone: 306-586-1805
Fax: 306-585-3750
www.saskheavy.ca

INDUSTRY RELATED WEBSITES

CANADIAN CUSTOMS CARRIER SELF ASSESSMENT	www.cbsa-asfc.gc.ca/prog/csa-pad/menu-eng.html
CANADIAN CUSTOMS COMMERCIAL DRIVER REGISTRATION	www.cbsa-asfc.gc.ca/prog/cdrp-picsc/menu-eng.html
CANADIAN ROAD CONDITIONS	www.weatheroffice.gc.ca/canada_e.html
CURRENT WEATHER CONDITIONS FOR CANADA	weather.noaa.gov/weather/CA_cc.html
FLEETSMART PROGRAM	fleetsmart.nrcan.gc.ca
MAP QUEST	www.mapquest.com
ROUTES INTERNATIONAL	www.routesinternational.com
THE WEATHER NETWORK	www.theweathernetwork.com
TRUCK NEWS	www.trucknews.com
TRUCK SAFETY COALITION	www.trucksafety.org
U.S. FEDERAL HIGHWAYS ADMINISTRATION (FHWA)	www.fhwa.dot.gov
U.S. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA)	www.fmcsa.dot.gov
YAHOO MAPS	maps.yahoo.com

Weight Classification

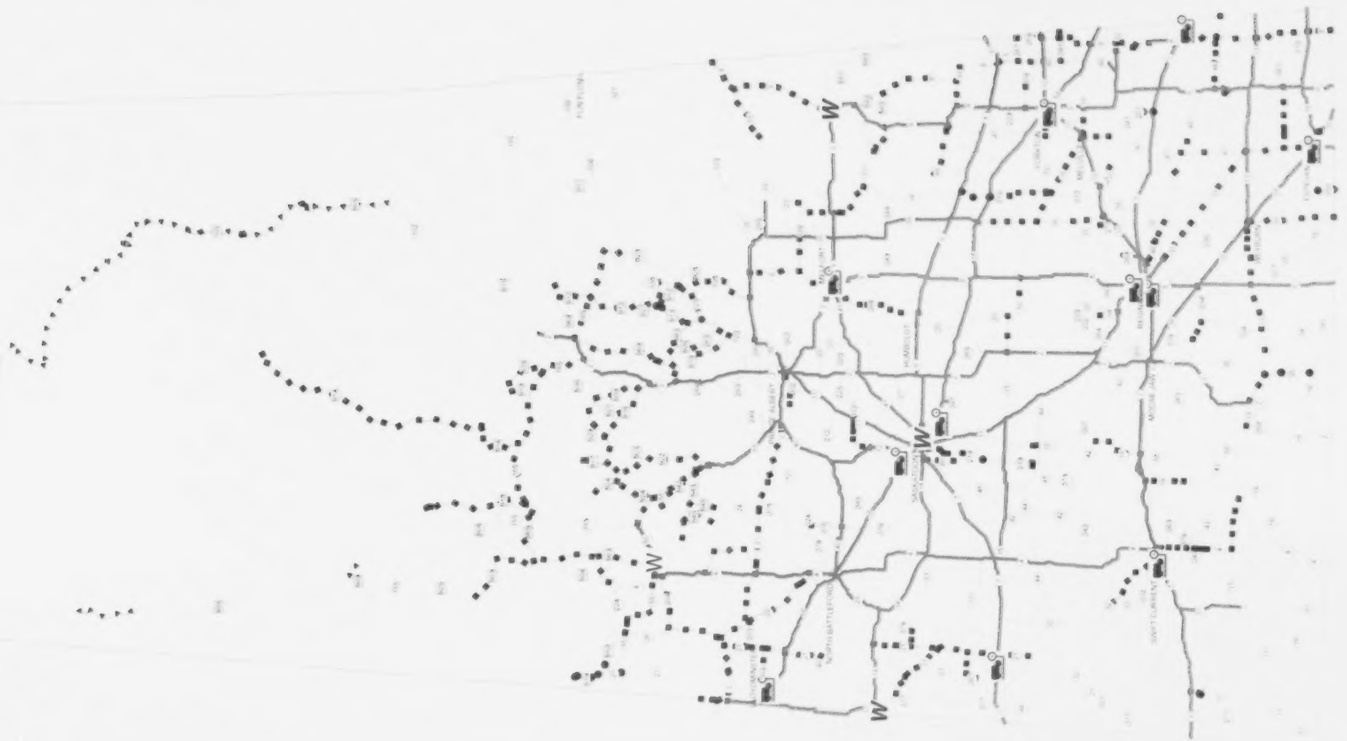
- 12 Month Primary
- ▲ ▲ ▲ Limited GVW 41 500 kg or weight shown in restrictions, whichever is lesser
- ● ● ● Provincial Highways Not Allowed "Winter Weights"
- ■ ■ ■ 9 month Primary Weight
- Secondary
- Inspection Station
- W Weigh Deck

Winter Weights Not Allowed

- Provincial Road from Roche Percee to Jct. No. 39
- Provincial Road 919 Meadow Lake Provincial Park to Northern Limits of 919
- Provincial Road 927
- Provincial Road 943
- Provincial Hwy. No. 36 from Jct. No. 18 to Jct. No. 13
- Provincial Hwy. No. 201
- Provincial Hwy. No. 310 from Jct. No. 16 to Jct. No. 5
- Provincial Hwy. No. 312 from Jct. No. 11 to Jct. No. 225
- Provincial Hwy. No. 350

Bridge Restrictions

• Hwy. No. 2	From St. Louis to 1 km North of the South Saskatchewan River: Max. 34 500 kg
• Hwy. No. 335	Leather River Bridge: Max. 53 500 kg
• Provincial Road 905	Max. 41 500 kg
• Provincial Road 909	From Turner Lake to East limits of 909: Max. 41 500 kg
• Provincial Road 955	From South of Douglas River Bridge to North limits of 955: Max. 41 500 kg
• Old Nipawin Bridge	On Provincial Road Between Jct. with Hwy. No. 35 in Nipawin and its Junction with Provincial Hwy. No. 35/55 Northwest of Nipawin: Max. 8 000 kg



Keep your hands on the wheel and your eyes on the road

It is now illegal in Saskatchewan to use a hand-held cellphone while driving for:

- making or receiving phone calls
- sending, receiving or reading text messages
- sending, receiving or reading emails
- surfing the internet
- using 10-4 push to talk technology

Experienced drivers (all drivers other than those in the Graduated Driver's Licensing Program) are permitted to use hands-free devices while driving.

SGI

Take care out there.

www.sgi.sk.ca

Saskatchewan
Ministry of
Highways and
Infrastructure

www.highways.gov.sk.ca

SGI

www.sgi.sk.ca